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Hongkong, 5th September, 1906.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 26TH, 1906.

An official advertisement appearing elsewhere in this issue makes us fear that there exists more misconception than we believed possible, in the matter of the enquiry which we asked for, and which His Excellency the Governor so promptly ordered. Certainly, so far as our point of view was concerned, the position was misunderstood by the members of the Legislative Council, including even His Excellency. The public did not and does not desire a scape-goat. The public temper under such trying circumstances has been really admirable, and we deprecate any suggestion that the officials of the Observatory are on their trial, to be either convicted or exonerated. It is the system which we want to be carefully investigated, and there are only two points which we are anxious the committee of enquiry should not overlook. We consider that any suggestions of carelessness or inability would be quite out of place; and are convinced that the Observatory is in the possession of apparatus and men equally good and satisfactory. What we are afraid of is what we have often heard suggested, long before the unfortunate happenings of the 18th inst. Is it true that the Hongkong Observatory is conducted on the principle of "glorious isolation," preferring to be self-contained and to rely on a purely Colonial group of data-collecting material? That is the one important question to which we hope the investigating committee will obtain for us a reassuring answer. The other, nearly as important, is this: is it true that

the Observatory could increase its practical, utilitarian usefulness by paying less attention to academic branches of kindred science? When in the spring of 1877 some ship-masters and the manager of the P. & O. Co. first voiced the demand for this institution, the object was the greater safety and security of shipping and trade. The demand for astronomical observations was a subsequent and super-added fad, harmless if it could be relegated to its proper, secondary place. Weather and tides are its real business; star-gazing is more of a luxury. We need say no more about the second question we have proposed.

With regard to the first, we are at present under the impression that the answer will have to be in the affirmative. It is, therefore, desirable in the interest of the public that the investigating committee should pay particular attention to this point. It is unlikely that any of its members will need to be told of the importance of full co-operation between meteorological stations.

Assuming aptitude and fitness, there can be nothing which makes the co-operation of the meteorologists of Manila undesirable. At present warnings from Manila come very frequently, but they come in a round-about way, via the American Consulate. Some people entertain the belief that the Hongkong Observatory does not know of these warnings until its officials see them in the Press. Let it be clearly understood that the system, and not the Observatory officials, is on trial. After such a humiliating experience as the typhoon of last week, very few people can have the heart to be intolerant, much less vindictive towards men who after all cannot be held responsible for the damage done. Nor is it a case of locking the stable-door after the horse has been stolen. Supposing it to be established that there could not possibly have been any earlier warning in that case, if it awakens us to the dangers of the present system, the experience has not been wholly wasted. We may well act on the basis of what might happen, and, be it remembered, what some people insist actually did happen in this case. We have it stated on eminent authority that the majority of our typhoons come to us from the Philippines. Surely it is a most reasonable request to make, that we should officially cultivate such relations with Manila as would ensure our receiving every information and warning possible?

Supposing we had a much bigger chain of stations within the limits of the Colony, we should still find the Manila observations invaluable. The explanation already volunteered by our local Observatory sufficiently proves for argumentative purposes that a purely Colonial system is inadequate. Simultaneous observations at points widely separated in the track of the storm, when exchanged and compared, alone enable the officials to make useful deductions. The variations between Gap Rock and Kowloon will never serve as the salvation of a single sampan. It is with considerable diffidence that we make the foregoing remarks, feeling sure that the practical men who have the business in hand realise the requirements that seem so obvious when pointed out. But in view of the remarks made at the Legislative Council, it seems our duty to point out that the public is not anxious for either blame or vindication of any individuals. On the other hand, an official assurance that in future the closest professional relations will be maintained with our meteorological neighbours, without omission or distinction, will, we feel sure, reassure the public whose feeling in the matter we have tried to echo.

Members of the Hongkong Football Club desirous of competing in the six-side competition are requested to forward their names to Mr. R. Macpherson, hon. sec., Chartered Bank.

We regret to learn that the hon. Captain L. A. W. Barnes-Lawrence, Harbour Master, is indisposed. On Monday he caught a chill, and was yesterday unable to attend to his duties.

Visitors to the Harbour Office yesterday marvelled at the number of coolies blocking the entrance. They were seeking passages to Mexico, and became such a nuisance that the Assistant Harbour Master, Mr. Jones, had to engage police to keep them in order.

For some time past the Shanghai agents of the Norddeutscher-Lloyd Company have found that their mail and passenger tender Bremen was not sufficiently large to cope with the ever-increasing passenger traffic of the Company's mail steamers, and an order was, therefore, placed with the Shanghai Dock and Engineering Co., Ltd., for the construction of a much larger tender, to be called the Bremen. The new Bremen is completed and the naming ceremony took place on Sept. 20th in brilliant weather at the Company's Pooling Works.

The following telegram was received at the American Consulate from the Manila Observatory yesterday:—"Typhoon east off north Visayas approaching the Archipelago."

The Kawasaki dockyards at Kobe have been busy lately. On the 18th inst. they launched the Woon-ling, a handsome triple-deck river steamer; and on the 20th they launched the t.b.d. Edubi, the last of five sister boats ordered by the Japanese government.

Before Mr. P. A. H. Zahed at the Police Court yesterday, Cheong Lai, accountant in the Cheung Sui firm, was charged with the embezzlement of \$514, being money delivered to him by his employer. Defendant pleaded not guilty and the case was adjourned, bail being fixed at \$2,000.

From the head office of the Railway Department, Tokyo, we have received a copy of the "guide to the Imperial Government Railways of Japan." It is a most little brochure, containing a number of excellent pictures of the sights to be seen when travelling by rail in Nippon. Besides the descriptive matter, a few chapters are devoted to general information which should prove of use to the tourist.

The Mitsui Bussan Kaisha inform us that the increase of the capital of the Tokyo Marine Insurance Co., Ltd., of Tokyo, which they represent in this Colony, as intimated in the report for 1905 was duly registered on the 18th ult., and that the figures now are: Capital Subscribed Yen 3,000,000, Capital Paid Up Yen 750,000. The Total Assets of the Company, including the Reserve Liability of Shareholders, now exceed a total of Seven Million Yen.

Mr. John Long has in rapid preparation for publication in September a Sixpenny Edition of "John Oliver Hobbes's" (Mrs. Craigie) famous story "the State of pan," in which we see the late gifted author at her best. The story is shrewd, witty, full of bon-mots and telling criticisms of manners, and the reader will feel that the dialogue is epigrammatic, pungent and true, and that the situations are skilfully developed.

FIFTY YEARS IN SOUTH CHINA.

A meeting in honour of the celebration by the Rev. Dr. Graves of fifty years residence and labour in the missionary field in South China was held at the Shamoon last night. Interesting speeches, reviewing the past half century from the political, commercial, educational, and other points of view, were delivered.

CANTON.

(FROM OUR CORRESPONDENT.)

September 24th.

OFFICIAL AFFAIRS.

Viceroy Shun desired to leave Canton, to head the Viceroyal Seal, and to turn over all public functions of his yamen to the Provincial Treasurer Woo. A few days ago His Excellency memorialized Peking imploring the Throne to sanction him immediately leave to proceed to Shanghai to recruit his health before proceeding to Yunnan to take up his new appointment. He made preparations to embark for Shanghai on the 25th inst. It is said that an Imperial Edict has since reached the Viceroy forbidding him to leave Canton until Viceroy Chou Fu's arrival and that he is to personally deliver the Viceroyal Seal and public affairs to the new Viceroy. It is said that an edict of this description has never been issued before, and it is surmised that owing to the complicated state of the Provincial debts and financial affairs, Viceroy Chou Fu does not wish to take over the financial responsibilities of the Kwangtung Province from any subordinate official but the Viceroy. Hence the issue of that unprecedented edict. No doubt the Imperial Edict of the removal of Viceroy Shun took place by surprise, as he never expected to be removed until after the Chinese New Year. He received the Imperial Edict appointing him Viceroy of Yunnan while he was working at his desk. It was said that he was so angry that he struck his desk with such force that he swept everything off it. Yesterday Viceroy Shun received a telegram from His Excellency Chou Fu stating that he (Chou Fu) will arrive in Canton about the 26th of October and requesting Viceroy Shun not to grant leave or transfer any of the important officials. The Yuet Tung Press, the Viceroy's mouth-piece, established by Wen Taotai last year, has ceased to appear. The Yuet Haa Railway Company's directors (Viceroy Shun's clique) who memorialized the Central Government imploring the Throne not to transfer Viceroy Shun, have received a decree severely reprimanding them for their audacity. Wen Taotai, Shun's favourite, has petitioned the latter to sanction him to resign from his positions as Director of the Imperial Telegraph Head Office and Telephone Office, and also to permit him to go with the Viceroy to Kwei Lin. It was rumoured last week that Shun intended first to return to his native place to spend a fortnight there before proceeding to Yunnan. Viceroy Shun has granted Wen Taotai's prayers and has called to Viceroy Yuen Shi Kai to send an official to take up the above directorships.

It was reported that the ex-Nam Hoi Magistrate, Pui King Fook, who was banished by Viceroy Shun to Shan Kaung died before he reached that destination. Now it appears that Pui managed to "square" some Peking high officials, while on route to Shan Kaung, and the report of his death was false. Pui has been in Viceroy Chou Fu's employ ever since he was released, and it is reported that he is coming to Canton again with Chou Fu. The people here are much excited and angry over this piece of news. Pui was well-known to be a very avaricious official.

TELEGRAMS.

(REUTERS'S SERVICE.)

A HANDSOME DONATION.

LONDON, September 23rd.
The Norddeutscher Lloyd have given Mrs. 6,000, in aid of the sufferers by the recent typhoon in Hongkong.

THE "METEOR" INCIDENT.

LONDON, September 23rd.
There has been a fresh outburst of Anglo-German bitterness, arising from the insignificant incident of the German tourist yacht Meteor attempting to moor at a Government buoy in Portsmouth harbour, and being requested to move to the merchant anchorage. Distorted versions have been published in Germany, alleging that the captain of the Meteor was insulted, and compelled to put to sea, when a storm came on. Offensive articles have appeared in the German press.

It is understood that Germany is satisfied with the result of the enquiries regarding the Meteor.

THE RECENT TYPHOON.

LONDON, September 23rd.
It is estimated that the recent typhoon in Hongkong will cost London underwriters upwards of £1,000,000.

THE INSURRECTION IN CUBA.

LONDON, September 23rd.
Fifteen hundred Americans are preparing to land, to defend Havana, in the event of a collapse in the negotiations. The situation is somewhat improved.

CRETE.

LONDON, September 23rd.
M. Zaimes, a Greek, has been appointed High Commissioner of Crete, in succession to Prince George.

(N.C. Daily News Service.)

JAPANESE SHIPPING COMPANIES.

FALL IN SHARES.

Tokyo, September 20th.
There has been a remarkable fall in the shares of the Nippon Yusen Kaisha and subsequently in those of the Osaka Shosen Kaisha. It is supposed in Tokyo that the decrease in the profits of these companies is due to domestic and foreign competition.

THE BRITISH SQUADRON AT PORT ARTHUR.

Tokyo, September 20th.
A cordial naval and military entertainment was given yesterday at Port Arthur in honour of the British Fleet.
Admiral Sir Arthur Moore and his officers proceeded to Tairen on board the British torpedo-boat destroyers and some Japanese torpedo-boats.

CHINESE ARMY CENTRALIZATION.

In response to the recommendation of the Council of Army Reorganization an Imperial Rescript has been issued to the various Viceroy and Governors of provinces enjoining upon them to hand over the control and management of all arsenals, gun foundries, small arms manufacturing and powder factories to that Council. In connection with this the Viceroy at Nanking, H.E. Chou Fu, has already handed over the Kiangnan Arsenal at Shanghai and the Kiangning Arsenal at Nanking to the Council, which has now appointed Tao-tai Chang Shih-shing Inspector-General of the two Arsenals named above. This official, the N.C. Herald learns, arrived from Peking via Nanking on Sept. 17th and is stopping at the Kiangnan Arsenal, the control of which is to be taken over by him. By getting into its hands the management of all the arsenals and factories of the Empire, which hitherto looked to their respective Viceroy and Governors alone for orders, the Peking Government has gained a great step towards its aim in the centralization of the control of all the public establishments of the Empire in Peking, and solidifying the power of the Central Government.

SHANGHAI APPRECIATION OF THE LATE BISHOP.

The N.C. Daily News of Sept. 21st says:—The hopes we entertained yesterday that the report of the drowning of the Bishop of Victoria might prove unfounded have not been realized. Of his death there is now no doubt, although the attempts to recover his body have not yet been successful. In Dr. Hoare the Far East has lost a remarkable English churchman. A staunch evangelist by conviction and heritage, his sympathies were broad and his views tolerant, two qualities that make for respect and popularity. His early education was received at Tunbridge, and he afterwards became a scholar of Trinity College, Cambridge. In 1874 he was ordained deacon by the Bishop of London and for two years served his father as assistant curate at Holy Trinity Church, Tunbridge Wells. In 1876 he came out to China under the Church Missionary Society. He was in a very literal sense the father of Trinity College, Ningpo, and the network of missionary organizations which are connected with it. In the welfare of Shanghai and the educational enterprises of this Port Dr. Hoare always took a lively interest. He was known by many and respected by all who knew him. He was a good sportsman in the best sense of the word, and has been in the Shanghai Paper Hunts. In 1893 he was consecrated in St. Paul's Cathedral as Bishop of Victoria, and since that date with only short intervals he has lived in the colony. Hongkong has lost a Bishop and Shanghai an old friend, but both will agree that he could have better harmonized with the whole object of the Bishop's life than that he should have been called to his rest after labour when on a mission to native villages.

THE TYPHOON.

THE "SAN CHEUNG."

Contrary to general opinion, the owners of the river steamer "San Cheung" are still in hopes of missing her. A diver has been put down, and states that she has sunk in about four feet of mud. So far as he could see her hull was sound, but he has decided to make another inspection of the vessel before giving his verdict.

LOOT.

Information has reached the police that large quantities of loot have been hidden on the hillside at East Point. Diligent search has been made, but so far nothing has been found. Detectives, however, are on the lookout.

At the Police Court yesterday there were many charges of unlawful possession. Most of the defendants were fined \$5 apiece.

Two natives who were caught in the act of removing goods from the foundered launch "Taikoo" were each sentenced to three weeks' hard labour.

CANTON'S "KIND AND NEIGHBOURLY FEELING."

His Excellency the Governor has received from Mr. Mansfield, H.B.M. Consul General at Canton, a cheque for \$1,500, the amount subscribed by the foreign community at Canton, towards the relief of the Chinese sufferers.

Mr. Mansfield wrote:—"On behalf of our little community I desire to express our deep sympathy with Your Excellency and the Colony generally in the appalling disaster which has befallen you."

H.E. replied:—"I beg to convey to you most cordial thanks for this generous testimony of kind and neighbourly feeling."

NOT THE BISHOP.

On her return to the Colony yesterday the s.s. "Houma" brought news that the European body discovered on the shore of an island near Macao was not that of Bishop Hoare. The corpse was that of a tall and powerful man, with red hair and a red beard. The other bodies were all Chinese.

RECRUIT AID OF SUPERSTITION.

The police are being considerably troubled by owners of vessels lost in the storm. Apparently a number of boatmen who have read of the Government scheme for replacing lost craft have decided to profit by it if possible. Men who at first estimated the value of their lost craft at a certain sum are returning to the different police stations and informing the inspector that their loss was double or treble what they first stated.

To overcome this difficulty and arrive at a true estimate of each owner's loss it has been suggested that the amount claimed should be placed before the lighted shrine of the Joss. If a master speaks truly, he will then have no compunction in lifting the money (?). If his estimate is not a true one, in nine cases out of ten he will let the money lie. This procedure is said to have been adopted by the Tung Wah hospital committee on the occasion of the last great typhoon, and with satisfactory results. We would prefer a more business-like method of preventing fraud.

FOR CANTON.

We learn on reliable authority that Messrs. Siemens and Co.'s steamer "Sulberg" has been chartered by the Hongkong, Canton and Macao Steamboat Co., for \$1,500, to run for a month between Hongkong and Canton.

THE COMMITTEE OF INQUIRY.

Sir Henry Berkeley, as Chairman of the Committee appointed to inquire whether earlier warning could have been given of the typhoon of the 18th inst., invites mariners and others willing to give information calculated to assist the committee to call at his Chambers on Saturday. An advertisement on the subject will be found on page 4.

THE MISSING AND THE DEAD.

Till Monday evening the number of persons reported missing, the number of bodies recovered and the number of boats lost was as under:—

REPORTED MISSING	BODIES RECOVERED	BOATS LOST
Central	212	11
West Point	81	39
Wanchai	58	4
Hongkong	37	25
Water Police	201	84
Yanmat	43	312
Stanley	4	2
Kowloon City	32	4
Shaukiu	410	4
Aberdeen	84	23
Other Stations	50 about 20 about 100	
Tung Wah Hospital	250	
	1219	514
		1223

HONGKONG LEGISLATIVE COUNCIL.

At the adjourned meeting to-morrow, at half past two, the "orders of the day" will be:—
First reading of a Bill entitled An Ordinance to consolidate and amend the Law relating to Trade Marks.
Second reading of the Bill entitled An Ordinance to apply a sum not exceeding Five million two hundred and two thousand one hundred and thirty-five Dollars to the Public Service of the year 1907.
Second reading of the Bill entitled An Ordinance to amend The Prepared Opium Ordinance, 1891.
Committee of the Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance, 1899, and for other purposes.
Third reading of the Bill entitled An Ordinance to amend the Lunacy Ordinance, 1906.
Third reading of the Bill entitled An Ordinance to amend the New Territories Land Ordinance, 1905.
Third reading of the Bill entitled An Ordinance to transfer to the General Revenue certain sums forming part of the Preys Reclamation Fund.
Third reading of the Bill entitled An Ordinance to amend the Regulation of Chinese Ordinance, 1898.

CRAIGENGOWER CRICKET CLUB.

The annual meeting of the Craigengower Cricket Club was held at the matched, Happy Valley, last evening. Mr. W. D. Braidwood (president) presided, and there were also present Messrs. A. E. Asger, (Secretary), S. A. Ahmad, W. Allen, F. Baker, R. Bass, A. O. Brown, R. B. Cooper, J. Fairholm, E. Irving, L. E. Lammert, R. Pestonji, G. Rapp, L. A. Rose, E. Ross, J. W. Stewart, J. Toppin, and L. Vincent.

The President—Gentlemen, I understand the report has been in your hands for some little time, and I presume we may look upon it as read. The few remarks I have to make will not detain you very long. We have reason to congratulate ourselves upon the past year's work. It was a fairly successful year although we did not take that place in the league we should like to have taken. We played 14 matches, won 7, lost four and drew five. A feature of last year was the matches arranged for the "A" team. I think this step was in the right direction as it encourages those members not quite so proficient in cricket as others. Mr. Bass heads the list for the batting average with 19 in 14 innings, and he also made the highest score of 82 not out. Mr. E. Ford's bowling average of 7 was very satisfactory. I think this year seemed to be entered into with great enthusiasm. I trust the match with the Y.M.C.A. will be an annual event. Our position from a financial standpoint was also very satisfactory before the typhoon. You will see we had a credit balance of \$163.70. Fortunately we did not suffer very much from the effects of the typhoon, but what we did suffer will help to reduce that credit balance. We all regret the death of Mr. E. R. Horton, a prominent cricketer and tennis player. He was an all round support to the Club. During the past year we had a visit from Mr. and Mrs. Bellios. Mr. Bellios was formerly a pupil of Victoria School whose home was Craigengower, and he is I believe, the original treasurer of the Craigengower Cricket Club. We were therefore all the more pleased to receive Mr. and Mrs. Bellios. I don't think anything else calls for remark on my part. If any gentleman has anything to say the meeting is now open for expression of their opinion or criticism.

There were no questions concerning the report and accounts. The Chairman proposed its adoption. Mr. BROWN seconded and the motion was carried.

Mr. ASGER proposed and Mr. BROWN seconded the re-election of Mr. Braidwood as president. Carried unanimously.

Mr. BROADWOOD proposed the re-election of Mr. Asger as Secretary.

Mr. R. BASS seconded and the motion was carried.

Mr. G. Rapp, hon. treasurer, was re-elected on the motion of Mr. L. A. ROSE seconded by Mr. S. A. AHMED.

On the motion of Mr. PESTONJI seconded by Mr. R. BASS Mr. Lammert was re-elected captain.

The ballot for committee men resulted as follows:—R. BASS, A. O. BROWN, L. A. ROSE, L. E. LAMMERT, J. PESTONJI and J. TOPPIN.

A vote of thanks was passed to Mr. W. A. ROSE for acting as umpire during last season and a vote of thanks conveyed to the Chairman concluded the meeting.

INTERPORT CRICKET.

HONGKONG V. SHANGHAI.

The Committee of the Hongkong Cricket Club have elected the following players to represent the Colony against Shanghai. The Team will leave by the s.s. Empress of China on Tuesday, 27th inst., at 4 p.m., and return from Shanghai by the German Mail sailing on Saturday, 6th October. Messrs. R. Hancock, (Captain), W. C. D. Turner, T. E. Pearce, C. H. Mackay, H. E. Stanger-Leathes, I. M. S. R. E. O. Bird, W. Dixon, Lt. R. S. Lucy, R.A., Capt. H. W. Smith, R.A., Messrs. H. W. Woodward, R.N., G. E. Morrell, R. H. Phelps, (Umpire) and Gao Grimblo, (Scorer).

THE "MONGOLIA" AND "MANCHURIA."

Ideas very as to what is "lucky." Probably the owners of the s.s. Mongolia, which grounded at Midway Island (to which it had turned aside in order to drop the cable company's officer), will think they were unlucky in having such a passenger. A contemporary thinks the Mongolia is "indeed lucky in having on board such a capable and willing correspondent as Mr. Ward, who continues to transmit information for the benefit of the public, from time to time." On Sep. 20 a telegram was received from him which read as follows:—

We are all well and comfortable and trying to make Midway Island popular as a watering place. Everybody seems to be having a good time. Provisions, mules and baggage landed. Kind regards to all friends. Tell Thebaud we sighted Japanese training ship Anikawa last evening. She is now near the Mongolia. Three other steamers also on the way from Honolulu. No change in position of ship. Weather keeps very fine. Ward.

Mr. Thebaud, the P. M. S. Co.'s agent at Shanghai replied as follows:—

Deep regrets at misfortune. Great satisfaction you are all safe and full appreciation of comforting advice. Manchuria reported refloated. Is it true? What damage? Regards to you and all. Thebaud.

The following telegram has been received regarding the Mongolia:—

"Much appreciate kind messages from friends. We are all keeping well and in good spirits. Very sorry about typhoon at Hongkong. No change in position of Mongolia. The Anikawa is standing by rendering every assistance. Manchuria is about, was towed safely into harbour by Commercial Pacific Co's repairing steamer Restorer four days ago. Reported she is not much damaged, may be able to sail in a few days. Kind regards to all."

HONGKONG CRICKET CLUB.

The report of the committee for the season 1905-1906, to be presented at the annual meeting of members to-day, includes the following:—The Income and Expenditure account shows a surplus of £49.20, which has been added to the Reserve Account, now standing at \$5,331.09.

\$565.97 has been written off Sundry Debtors and Building and Furniture Accounts, and \$353.50 has been expended on a special overhaul of the Racquet Court Buildings which are now in an excellent state of repair.

It is again the regret of the Committee that the funds do not allow of the redemption of \$1,500 Debenture according to the Debt, but \$550 worth have been bought back from Members who were leaving the Colony. Debenture Interest, \$867, has been allowed for and was paid on the 1st instant.

There was a larger number of absent members and resignations during the year, and this together with the withdrawal of the Fleet accounts for the income from subscriptions being reduced from \$8,855 to \$7,647.50. The bad weather experienced during the season also affected the receipts of the Club, the Cricket, Tennis and Racquet Ground and the Bar Accounts showing a heavy falling off in Sales and corresponding profits.

The Club played 12 matches against the Navy and Garrison, etc., of which five were won, one lost and six drawn. The short hours available for play account for the large proportion of draws. There were also played seven other matches (such as "Longs" v. "Shorts," &c.).

The following scores of 100 and over were made:—

Lt. Bawley, R.N., Mr. W. A. Powell, 106 (not out).
Mr. W. C. D. Turner, Mr. T. E. Pearce, 114
107.
Mr. W. H. Wood, Mr. W. Dixon, 102.

Mr. W. C. D. Turner heads the batting averages with 49.43, and Mr. C. H. Mackay the bowling averages, with 41 wickets for 597 runs, or 14.38 runs per wicket.

The Hongkong Cricket Club League Team played 14 matches, of which 5 were won, 7 lost and 2 drawn. The Team took 6th place in the League Competition.

The Annual Lawn Tennis Match against the I.R.C. was played in June and resulted in a win for the Hongkong Cricket Club by 58 games to 50.

The Lawn Tennis Tournament was played in April, May and June, being much interfered with by wet weather. Mr. T. B. Norris won the Championship and the "A" Class Singles Handicap. The "B" Class Singles Handicap was won by Mr. C. C. Rutledge. Messrs. R. Hancock and F. C. Zohmann were the winners of the Professional Pairs, and Messrs. J. L. Macpherson and C. C. Rutledge won the Doubles Handicap.

The Racquets Championship was won by Mr. R. Hancock, who also won the Singles Handicap. Messrs. G. H. Edwards and C. A. Parker, R.N., were the winners of the Doubles Handicap.

During the year 87 new members joined the Club. The total number of members is now 246; and there are 24 Naval Subscribers.

Your Committee has accepted an invitation from Shanghai to play Shanghai and possibly Tientsin, early in October on the Shanghai Ground.

A new departure has been made this year in recording the batting averages of the members who played in League matches.

Your Committee has also decided to revert to the former system by which no one who had not batted or bowled in 10 innings can qualify for the batting and bowling averages, with the reservation that not less than 15 wickets will qualify for the bowling average.

It is with deepest regret that your Committee has received the sad news of the death of their President, Mr. E. W. Mitchell, on the 17th inst., who was also one of the oldest members of the Club. His guiding influence in the Committee, his regular attendance at matches, and his interest in all that concerned the Club will be greatly missed, and he will be very difficult to replace.

The thanks of the Club are due to Mr. T. C. Gray for making out the Cricket Averages and to Mr. E. H. Hinds for applying the accounts.

During the absence and since the death of Mr. E. W. Mitchell, Hon. Mr. T. Sorombe Smith has acted as President of the Club. The other members who served on the Committee during the past year were:—Messrs. R. E. O. Bird, P. W. Goldring, H. Hancock, R. Hancock, H. R. Phelps, W. C. D. Turner, H. W. Woodward, R.N., Lt. Col. Aitken, 119th Inf., and Major A. A. Chichester, R.A.M.C.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 25th at 10.55 a.m.—The barometer has commenced to fall again over the Philippines. This may be due to a depression as yet far out to the Pacific.

Over E. Japan the barometer has fallen, probably owing to the existence of a depression over the N. part of the Sea of Japan.

An anticyclonic area seems to be spreading over N. China from the N.W., a considerable increase of pressure having taken place at Weihaiwei.

Strong N.E. monsoon is expected to set down the China coast.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood... E. to N.E. winds, moderate to fresh; fair.
Formosa Channel... N.E. winds, strong.
South coast of China between Hongkong and Lameck... N.E. winds, fresh.
South coast of China between Hongkong and Hainan... Same as No. 1.

THE SHANGHAI SHOOTING CASE.

We give below some extracts from the evidence that led to the conviction and sentence of eighteen months' imprisonment, in the Shanghai shooting case.

There need be no hesitation (said our Shanghai contemporary on September 21st) in stating that never has the Supreme Court at Shanghai been so densely packed with spectators at a trial as it was yesterday when Peter Hyndman was arraigned on the charge of murder. Such is the interest that has been evoked by the tragedy in Haining Road that many were found willing to stand through long hours of yesterday morning and afternoon for the simple satisfaction of catching an occasional glimpse of the prisoner or a witness's head, and sometimes picking up a word or two of evidence or argument. Others who could not obtain standing room within the court itself found a precarious footing against the outside of the windows, and the drawing of all blinds in this direction. His Lordship had to call for order on several occasions. The evidence is set forth fully elsewhere and of the trial itself nothing more can be said here, as the hearing has not been concluded, except that Mrs. Rose had sufficiently recovered to go into the witness box, and the accused bore himself all day with great calmness. It is noteworthy that a jury of twelve was empanelled instead of five as heretofore.

Peter Sydney Hyndman, bookkeeper, was charged that on September 1st feloniously, wilfully and of malice aforethought he did kill and murder Harry Smith. The trial lasted two days, as reported in our telegram giving the result.

Messrs. C. R. Barkill, C. M. Joyce, J. J. Dunne, and F. G. Payne preferred to pay £5 fines rather than sit on the jury.

The Acting Crown Advocate, Mr. Duncan McNeill, outlined the story of the woman in the case. She stated that she heard that Hyndman was there and she tried to get away. In getting away she was shot. She stated that she was half-way down the stairs when she was shot, and the doctor's evidence would be that the wound might be caused by a shot from above. Mr. McNeill proceeded to state that in a pocket was found a letter informing his father that he was going to be married. Another paper in his pocket was a document in which he disposed in detail of such assets as he might leave behind him. He claimed for arrears of wages against another hotel where he had been employed, and these arrears he left to Mrs. Rose. He stated that all his property and also this claim was to go to her. The revolver referred to in that document was stated to belong to Gullfoyle and Hyndman said it was to go back to him. The document was not a will, but simply something to show people how to act should he not be able to tell himself. There were several corrections to the document. There was a note at the foot in ink in which accused said "I am not off my head by a long chalk."

Most of the evidence we have given before. The most important witness was the woman Mrs. Rose, whose testimony was previously not obtainable. Although a bullet still remained in her body, she was well enough to appear in Court.

She said her husband died in March last. After his death she went to live with her brother in Dent Road. That was about a month ago. Witness was living there at the time of this trouble. She was in Mr. Smith's house on September 1st. That was not the first time she had been there; she had been there three or four times. She remembered that the boy came upstairs and said, "There is a gentleman down below." Mr. Smith went to see who it was. He came back and said, "Look out, Winnie, it's Hyndman." Then there was a struggle. Witness went out on the verandah. As witness was going downstairs someone shot her from the top of the stairs. She did not hear any other shots fired. She had known Hyndman for seven years. She had been seeing him on and off during the whole of that time. She got a letter from Hyndman on the afternoon before the shooting. The letter produced was the one. After she received that letter she saw Hyndman and spoke to him with regard to the contents of that letter. She told him that she was going out the next day but not with him.

The Crown Advocate read the letter as follows:—

"Hotel Metropole Co. Ltd.,
31st August, 1906.
DARLING WINNIE, I am sending you by the riskiest coffee the articles requested. I will be home later. Don't wait for me for dinner. I will be home soon after. Darling, be good and true to me for once, Darling.

Yours all in a sweat and busy, with loving kisses—Yours only,
PETER.

Go to bed and rest yourself and to-morrow we shall have a good day's outing."

Cross-examined by Mr. Andrews—At the time this letter was written witness was engaged to marry Hyndman. They were engaged before August 18th, was written by witness to Hyndman. She also wrote the other letter, produced, to Mr. Hyndman on his birthday in August.

Mr. Andrews proceeded to read the letters:—

"August 18th, 1906.
Darling Peter,
Thanks very much for the present you so kindly sent Charlie; he is awfully pleased with it. All the morning he has been asking for you and watching for you. I have still got the pain but not very bad. Hoping to see you soon. Yours for ever,
WINNIE ROSE.

P. S. All this space means kisses, take one at a time. Darling, (Don't mind pencil.)
PETER DEAR.

Since every circumstance which associates itself with you finds interest in my eyes, I cannot allow the anniversary of your birth to pass without hailing it as the auspicious day which, by giving you to the world, indirectly becomes to me also the advent of a bright and happy existence.

My heart is too full to congratulate you in appropriate terms, but what is wanting in eloquence I will endeavour to convey in earnestness. May you live to see many of these occasions, and may each succeeding anniversary find you happier than the last and leave you still entering upon the threshold of new joys!

I have enclosed a trifling memento of the event which you will greatly please me by accepting and wearing. It is accompanied by every wish which affection and solicitude can dictate. And with repeated assurances of my deep and abiding regard,
Believe me,
Dear Peter,
Yours ever affectionately and devotedly,
WINNIE DOROTHY MOLLIE ROSE."

Witness said "Charlie" was her four-year-old son. In further reply to Mr. Andrews she said that she did not think she was in Wuhu a month. She lived there with her brother who held a position in the Customs there. The ring produced witness gave to Peter Hyndman after she was betrothed to him. It was a "Mizpah" ring. The ring meant "The Lord watch between me and thee while we are absent from one another." After witness came back to Shanghai from Wuhu they were still betrothed as man and wife. Hyndman was living in the city then. Afterwards he went to live in Dent Road with witness's brother. Witness asked him to go there. He was to pay board there. Hyndman went to live in Dent Road with witness, her brother John, her brother Mark, her sister Katie and witness's two little children. Witness had been to Smith's house before Sept. 1st. It was one afternoon. She had known Smith some time. The idea was to go there to tea. Sometimes they had a drink. Smith tried to drug her once. The first time witness went to Smith's house she went with her sister Katie. That was in the afternoon. Witness's sister Katie was fourteen years of age. The next time she went with her sister Katie and her own two children went with her. That was also in the afternoon. The next time she went the shooting took place. Mr. Smith invited witness to his house the first time. Her brother Mark had gone round to get a situation and he told witness that Mr. Smith might call round. He did so. That was how she met him. Witness did not know whether she told Hyndman the first time she went round to Smith's, but she told him the second time. That was the time there was some trouble about drugging. The next time she visited the house was on the afternoon of September 1st. On the afternoon of the second visit Smith gave witness a bottle of beer and it made her sick. Witness lay on the bed for a little time and then she went home. On that occasion her sister was with her. Hyndman told her that she was not to go to Smith's house. Smith, when he told him, said "Don't be afraid of him, Winnie, because I will put an ounce of lead into him." He told her that the second time she went and also the last time. She had told Smith that Hyndman was jealous, and also that she was engaged to Hyndman. She also told Smith that Hyndman threatened what he would do if he caught them together and Smith said "Don't be afraid, Winnie, for I will put an ounce of lead into him." On the afternoon of September 1st, Smith went out of the room. She did not know how far he went as she shut the door behind him. He came back and said "Look out, Winnie, it's Hyndman." Witness went out on to the verandah to get away. She did not see what happened. The two men were struggling in the doorway together. Witness ran to try to get downstairs as she was very frightened.

Counsel here produced the letter from Hyndman to his father with reference to his marriage to witness.

Witness said Hyndman read this letter to her two days before the tragedy. He read the whole letter. The marked paragraph referred to witness.

Counsel read the letter which was dated August 30th. It commenced "My Dear Father." After referring to certain private matters it went on "Father, I am still single, but I may safely say that by the end of this year or at least the beginning of next I shall have a home of my own and I may with some pride say that she is Irish and pretty." The letter was signed,
P. SIDNEY HYNDMAN.

Mr. Andrews explained that the letter was found in Mr. Hyndman's pocket after his arrest. Mr. McNeill asked witness a question and instead of replying to it she said "It is all my own fault this what I have got." She admitted that in addition to Smith there was "one other gentleman"—who had given prisoner cause for jealousy.

John Vincent Murphy, tilelayer, brother of Mrs. Rose, said that she and Hyndman quarrelled over Smith, but remained friendly; and their engagement was not broken off. Smith wrote asking Mrs. Rose to go to Japan with him. Smith was about 40; she was 28.

In view of the provocation, the jury decided that prisoner was guilty of manslaughter only. He got off with the light penalty already mentioned.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Hongkong Maru* will arrive in Hongkong on Wednesday, the 26th inst., at 11 p.m.

The G. N. str. *Dakota*, from Seattle, left Kobe on Monday, the 24th inst., at 6 a.m.

The Japanese str. *Kan Maru* left Moji on the 24th inst., and is due here on or about the 29th inst.

THE NEW C. P. R. SERVICE.

A correspondent at Vancouver, B. C., on September 21st wrote to the N.C. Daily News as follows:—The sailing of the P. M. S. Empress of China on Tuesday afternoon, instead of Monday evening as heretofore, carrying this letter with 300 bags of mails, is an epoch-making event; it is the first trip of the newly-established fast service between London and Hongkong, with a schedule of 30 days for the carrying of the British mails to China and vice-versa. The service across the Atlantic is by the Empress of Britain and Empress of Ireland—two other Empresses will ultimately be added—and on the arrival of the Atlantic Empress at Quebec, the newly-established "Overseas Mail," a special train which crosses Canada to Vancouver in 96 hours, starts for the B.C. port, where the mails are quickly transferred to the Pacific Empress liner which sails for Yokohama and the usual ports en route to Hongkong, on arrival of the Overseas Mail. The schedule has been changed for the Empress liner, whereby the departure from Vancouver is on Tuesday at 7 a.m. instead of the previous afternoon as in the old schedule and the time is picked up on the run to Yokohama, at which point the liners will arrive on the same time as on the old schedule, and two days will be made on the run to Hongkong, the run from Vancouver via Victoria to Hongkong, via Yokohama and the usual ports will occupy but 19 days, instead of 21 as at present.

Mr. D. E. Brown, agent at Hongkong who is among the passengers of the Empress, frankly declares that the present betterment of the service is but the prelude to a still greater development of the C. P. R. service between Great Britain and the Far East. With the Great Britain and the Empress of Britain will be brought within 22 days of London, as it were, and Shanghai mails will reach London and mails from London reach Shanghai in 27 days, and Hongkong in 31 days. While, at its inception, this service will be monthly, Mr. Brown expresses conviction that it will in all probability develop into a weekly service as the problem of quick service between London and the East of the Asia is being greatly considered by the Canadian Pacific Company.

"I have no hesitation," Mr. Brown is quoted as stating in Montreal, "that the Canadian Pacific will have four new Empresses on the Pacific Ocean uniform in type and a red with the Empress of Britain and Empress of Ireland on the Atlantic."

The Company is laying its plans on that assumption now. There will be two more Empresses on the Atlantic service—four fast steamers at each ocean wing, that is what is bound to come. It may take six or seven years to achieve all this, but it is bound to come."

Twenty years ago the Canadian Pacific with its 4,651 miles of track, and equipment consisting of 372 locomotives, 304 first and second class passenger and baggage cars, 47 dining and outfit cars, 27 private official and pay cars, 823 freight and cattle cars, and 171 other carriages, and three steamships on the Upper lakes. In the intervening twenty years the locomotives have increased to 1,149, the passenger and baggage cars to 957, the dining and outfit cars to 190, the private official and pay cars to 59, the freight and cattle cars to 1,052, the conductors' vans to 653, and the other carriages to 1,745.

The expansion of the steamship service has been even more than correspondingly marked. The fleet of three vessels sailing between Owen Sound and Port William has grown amazingly, and the ships lying in the port and wharves of the C. P. R. now also ply the waters of the Great Lakes and the St. Lawrence River. On the Atlantic are fifteen C. P. R. steamships, including the two new Empresses, which are breaking all records for crossing the Pacific; sixteen in the Pacific Coast service, north and south of Victoria and Vancouver; sixteen on the inland waters of British Columbia; and two car ferries on the Detroit River. Besides this there is the new steaming Canadian-American line, which has reached the rail miles has grown, including coal, to 12,881 miles, and every year in the earnings twenty years ago were \$10,000,000, and the operating expenses about \$6,000,000. In the annual report just published it is shown that the Canadian Pacific has received a fair idea of the development of the Canadian west and the expansion of the C.P.R., which, from being, as at the first intended, a mere railway between two points, has become a gigantic trans-continental company, whose ships and trains reach half way around the globe.

DICTATORIAL WASHINGTON.

The London *Globe* is alone responsible for the following point of view:—The action of the American Government in stopping the export of the Canton Viceroy to stop the boycotting of American merchandise, shows what a very rapid advance our Transatlantic kinship have made in world politics. We doubt whether any European Power, even the strongest and most dominating, would care to take up such a line of action. It is a line of action which is right of every people claiming even elementary independence to buy and sell in accordance with their own interests.

Nor is that natural right annulled in the slightest degree should the popular voice in combination of forces, whether for patriotic or commercial reasons, a boycott of foreign goods. In Bengal quite recently, although the boycotters were as much British subjects as the boycotted, the Viceroy's Government used the boycott, the Viceroy's Government used the boycott, the Viceroy's Government used the boycott.

General Roosevelt will disavow the Consul-General's high-handed action, but of late "Rooseveltism" has, unfortunately, made continuous strides in high-handedness. In spite of Mr. Root's persuasive eloquence, the South American Republics still refuse to believe that they would remain exempted from coercion if they accepted his overtures. And they will be all the more disposed to abide by that distinction when they perceive that, even in the case of a perfectly independent Empire, "Rooseveltism" does not hesitate to practise official interference of a most marked character.

Social Shanghai for September, a handsomely illustrated magazine for women, about 50 pages, has not much in it to interest Hongkong, but we can quite understand its popularity at Shanghai. It seems to cover every detail of social life there, but its dominant tone seems to be Shopping. The description of a Shanghai garden should raise some eyebrows among home readers.

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"IS THE CAUCASIAN PLAYED OUT?"

We may fairly take it for granted that when Mr. Bret Harte's hero "Truthful James" propounded the inquiry which forms the heading of this article he did not use the term Caucasian in any subtle or narrow ethnological sense, but simply as a convenient ethnological contrast to his yellow, black, or other coloured brethren. The question still stands, and contemporary events are contributing to invest it with a considerable degree of interest and even of importance. The supremacy of the Indo-European races in arms, policy, and civilisation has lasted so long and appears to be so firmly founded that we are in some danger of forgetting that it is comparatively modern. The era of European supremacy commenced at Marathon and Salamis; it culminated with the expulsion of the Moors from Spain, and it was completed by Sobieski at Vienna. Since then the white nations have, directly or indirectly, ruled the world and the others have, more or less willingly, accepted the assumption, and occasionally the assertion, of their own inferiority. Recent indications, however, are not wanting to show that an alteration is beginning to take place in the situation, and that the long-standing hegemony of the Caucasian is in process of being challenged.

This movement—if such it may be termed—has, of course, received an enormous stimulus from the example of Japan, which has emerged from the seclusion of Orientalism and so far from being content to take place in the situation, and that the long-standing hegemony of the Caucasian is in process of being challenged.

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Hongkong, 22nd August, 1906.

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Upon a three-master in distress during a storm. We managed to save the entire English crew. I was responsible for saving three lives. Then, back at Dunkirk, two sailors fell into the harbour and I brought them out. When I was twenty-five I saved a French crew from a ship which was wrecked in the Dunkirk roads.

When he was twenty-seven he formed one of the crew of the Susan Grey lifeboat, which was presented to Dunkirk by the Mayor of Margate. Many were the wrecks which caused the Susan Grey to put out to sea, but out of all the adventures years M. Bommelet told me of one frightful night when the threatened hurricane, later on, Sweden, struck on a sandbank in the Dunkirk roads. The sea that night was wild, and Jacques Bommelet, who was then the captain of the lifeboat, mustered the crew, and they went out into the tempest. So high was the sea that the lifeboat was struck by the heavy surf and overturned. Two of the crew were drowned, and Bommelet had three ribs smashed and was wounded on the head. They managed to right the boat again, and the remainder of the crew with Bommelet worked the boat.

The men wanted to return, however, saying it was hopeless; but the captain, wounded and broken as he was, urged them on, and that night the lifeboat came back to Dunkirk with eighteen men, one woman, and two children rescued from the wreck.

"In all," he said, "I have saved 160 people. Come to Malo-les-Bains, and in my house you will see the history of my life told in medals, certificates, and presentations."

Many Governments have honoured him. He has two silver medals "for gallantry and humanity," presented to him by the British Government, and, curiously enough, when he went to the Royal Mint yesterday, with the other French visitors, he met the man who had struck the medal which was on his breast. He has the whole series of French medals in gold and silver for "courage et dévouement," and the King of Denmark gave him a medal and a pair of binoculars.

But the proudest time of his life was when the French Government gave him the coveted Cross of the Legion of Honour in 1901. Then he was brought to Paris and remained

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Editor's.

P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

E. R. NOTICE.

MARINERS and Others willing to give information calculated to assist the Committee appointed to enquire whether or not the typhoon of the 18th instant, are requested to call at the ATTORNEY GENERAL'S CHAMBERS on SATURDAY, the 29th instant, at 10.30 a.m. HENRY S. BERKELEY, Chairman of Committee.

Hongkong, 25th September, 1906. [1787]

IN this issue of the "Herald" the Abteilung of the "Herald" in Shanghai and the "Herald" in Hongkong and Hankow are mentioned with the addition of the "Herald" in Canton. The "Herald" in Canton, on the 22nd September 1906, is mentioned in the "Herald" in Canton.

KAISERLICH DEUTSCHES KONSULAT.

1788

NOTICE.

When This Day Authorized Mr. ISMAIL HAJI AMERUDIN to Sign my Firm for Persecution.

C. A. CAMROODIN.

Hongkong, 25th September, 1906. [1789]

LOST, STOLEN OR STRAYED.

A YOUNG SPANIEL DOG, two and a half months old, Black with White Breast and Paws. Finder will be rewarded.

Apply to— "A. W. S." Office.

Care of "Daily Press" Office.

Hongkong, 25th September, 1906. [1790]

WANTED.

A COMFORTABLE HOUSE of 4 or 5 Rooms Unfurnished with a Good View of the Harbour either at Kowloon or Upper Level Hongkong.

Address to— "A. O." Office.

Hongkong, 26th September, 1906. [1791]

TO LET OR FOR SALE.

BISHOP'S LODGE, PEAK.

Apply to— LINSTED & DAVIS.

Hongkong, 26th September, 1906. [1792]

FOR SALE.

A EXTENSIVE PIECE OF GROUND about 20,000 square feet, suitable for Godowns, etc., near the Railway Station at WONGSHAN-CANTON. For full particulars, please apply to—

CHANATONG.

4, Arsenal Street.

Hongkong, 25th September, 1906. [1793]

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, On FRIDAY, the 5th and 6th October, 1906, commencing each day at 2.30 p.m., at "New Kings-CREE" Kennedy Road—

VALUABLE HOUSEHOLD FURNITURE.

Comprising—

SILK TAPESTRY and PLUSH COVERED DRAWING ROOM SUITES, MARBLE FIGURES, OCCASIONAL TABLES, FANCY FRENCH MIRRORS, ORNAMENTS, PICTURES, &c., &c.

EXTENSION DINING TABLE, HANDSOME SIDEBOARDS with MARBLE TOP and BEVELLED MIRRORS, DINNER WAGGONS, MOROCCO COVERED DINING ROOM SUITE, BOOKCASES, PICTURES, CURTAINS, &c.

BRASS BEDSTEADS, MARBLE TOP WASHSTANDS, TOILET TABLES, HANDSOME WARDROBES, BEDROOM SUITES, &c.

TIENTSIN and PILE CARPETS and RUGS, GLASS and CROCKERY WARE and KITCHEN UTENSILS.

A Quantity of FINE ELECTRO PLATED WARE.

Also

7 CARRIAGES and a Quantity of SADDLERY.

Terms—As Customary.

On View from Wednesday, the 3rd October 1906.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 26th September, 1906. [1795]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain A. E. Hodgins, will be despatched for the above Ports on FRIDAY, the 28th inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 25th September, 1906. [1796]

ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE & SAN FRANCISCO.

THE Steamship

"TUSCARORA,"

will be despatched for the above Ports on or about the 10th October.

For Freight and further particulars apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 26th September, 1906. [1794]

NEW ADVERTISEMENT

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"SILESIA,"

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underigned before Noon on the 2nd October, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd October will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 25th September, 1906. [1793]

INTIMATIONS

FOR SALE.

THREE HARDWOOD LIGHTERS,

Newly built and Coppered.

First-class Condition.

Prompt delivery.

For further particulars, apply to D. S. DADY BULLOR, 60, Des Vaux Road.

Hongkong, 25th September, 1906. [1793]

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

DURING THE TYPHOON of the 18th September, DAMAGE by Sea and/or Rain Water was occasioned to some of the Cargo stored in the Company's Godowns. Owners, Consignees, and others interested are requested to INSPECT and CARE FOR their Goods, for which purpose every assistance will be accorded by the WHARF COMPANY. EDWARD OSBOENE, Secretary.

Hongkong, 25th September, 1906. [1784]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the Pavilion to TO-DAY (WEDNESDAY), the 26th instant, at 5.30 p.m. By Order of the Committee.

A. E. LOWE, Secretary and Treasurer.

Hongkong, 26th September, 1906. [1745]

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on FRIDAY, 28th inst., at 5.30 p.m.

W. ARMSTRONG, Hon. Secretary.

Hongkong, 21st September, 1906. [1760]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office on SATURDAY, the 29th instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 29th September, both days inclusive.

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 18th September, 1906. [1740]

HONGKONG CLUB.

NOTICE.

THE TENTH DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (\$100 each), was held in the HONGKONG CLUB HOUSE, on THURSDAY, the 20th instant, when the following DRAWINGS were DRAWN for Redemption.

64	528	775	1053	1589
97	546	784	1102	1692
110	562	867	1111	1701
149	634	879	1126	1702
255	636	923	1237	1807
303	644	947	1263	1879
344	681	948	1294	1885
383	687	967	1295	1896
442	689	972	1303	1901
446	704	1013	1430	1945
470	708	1014	1457	1951
488	712	1037	1544	1988
497	756	1055	1554	1989

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on SATURDAY, the 29th day of September, 1906, in exchange for surrender of same.

By Order. A. O. D. GOURDIN, Acting Secretary.

Hongkong, 21st September, 1906. [1762]

NOTICE TO MARINERS.

No. 271 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Changes in the positions of the Tungsha and Kintoon Light-vessels.

NOTICE IS HEREBY GIVEN that in consequence of changes having taken place in the South Channel, the Tungsha and Kintoon Light-vessels will be shifted as follows, on or about the 15th November next—

TUNGSHA LIGHT-VESSEL will be shifted 0.6 miles S. 42° 1/2° W. from her present position and will mark the north side of the channel as at present.

KINTOON LIGHT-VESSEL will be shifted 0.45 miles N. 44° E. from her present position and will then mark the NORTH side of the channel.

CAUTION. Captains and Pilots should exercise caution on the date given for making these changes to avoid passing to the northward of the Kintoon after she is in her new position. BEARINGS when the Light-vessels are in the new positions—

From Fairway Bell Gas-buoy to Tungsha N. 43° 1/2° W.

From Tungsha to Fairway Wreck and Kintoon N. W.

From Kintoon to S.E. Knoll Gas-buoy N. 38° W.

All bearings given are Magnetic.

T. J. ELBRIDGE, Acting Coast Inspector.

Coast Inspector's Office, Shanghai, 15th September, 1906. [1773]

WANTED.

WANTED.

A PRACTICAL AERATED WATER MANUFACTURER to take Charge of a plant in Bangkok. Salary Tkals Five Hundred per month with house allowance and bonus on profits. Applicants to state age, and experience and send copy of recent testimonials addressed to—

MACKAY & MACARTHUR LD., Bangkok.

Hongkong, 24th September, 1906. [1778]

WANTED.

LADY leaving for Europe on S.S. "GREISNAU" Oct. 10th, REQUIRES a BRIGHT YOUNG WOMAN to travel to Europe. Must speak French and English, or French and German, and be fully competent to take charge of Boy aged five. Address, giving particulars and naming references—

"PRIEDE," Care of MELCHERS & Co.

Hongkong, 22nd September, 1906. [1769]

AUCTIONS

NOTICE.

THE SALE OF SUNDRY NAVAL, VICTUALING, OBSOLETE AND CONDEMNED STORES will take place TO-DAY (WEDNESDAY) the 26th Sept., 1906, commencing at 10 a.m. sharp, instead of as previously advertised.

HUGHES & HUGHES, Government Auctioneers.

Hongkong, 26th September, 1906. [1755]

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, TO-DAY (WEDNESDAY), the 26th September, 1906, at 11 a.m., at his SALES ROOMS, Duddell Street, THE WHOLE OF THE

STOCK IN TRADE, FURNITURE and PICTURES, and the GOODWILL of Messrs. GREGOR & Co. (Wine and Spirit Merchants).

TO BE SOLD IN ONE LOT.

The Stock comprising—

225 CASES CLARET, 50 CASES CHAMPAGNE, 50 CASES WHITE WINES, 55 CASES ASSORTED LIQUEURS, 57 CASES SHERRY, 45 CASES BRANDY, 40 CASES HOK, 50 CASES BURGUNDY, 25 CASES GIN, 36 CASES SAUTERNE, 25 CASES WHISKEY, 45 CASES BEER, 27 CASES VERMOUTH, 16 CASES RUM, etc., etc.

For further Particulars, apply to the Underigned.

THURS.—As Customary. GEO. P. LAMBERT, Auctioneer.

Hongkong, 20th September, 1906. [1756]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers, General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street (1st Street West of Central Market). Telephone No. 515.

PHOTOGRAPHER.

M. MUMEDA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also coloring Photos and relief Photos. Views of China and Manilla. Work done for Amateurs; No. 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishman.

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order. W. BOWEN-ROWLANDS, Secretary.

Hongkong, 7th July, 1906. [1361]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady. Apply by letter to— B. E., Care of Office of this Paper.

Hongkong, 16th August, 1905. [1577]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

37, Des Vaux Road CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th September, 1905. [1674]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 21st April, 1897. 311

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Agents.

Hongkong, 13th August, 1906. [1585]

L'UNION DE PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Underigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & Co., Agents.

Hongkong, 1st January, 1904. 229

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905 £17,837,119.

AUTHORISED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 3,355,729 19 8

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, 11th July, 1906. [1349]

COLD STORAGE.

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 16th November, 1901. 147

A. LING & CO., FURNITURE STORE.

PLATED GLASS and CROCKERY WARE, &c., &c., and POOCHOW LAQUERED WARE.

88, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1906. [902]

BOARD AND RESIDENCE.

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD," 27, CAINE ROAD.

Hongkong, 20th September 1906. [1761]

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD, and

"TOWER HOUSE," Kennedy Road. EXCELLENT TABLE, Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—

MRS. G. SACHSE, "St. George's House," Hongkong, 17th March, 1903. [44]

TO LET.

LARGE FURNISHED BEDROOM, in English family; partial or full board; moderate terms; good locality; verandah; view.

Care of "Daily Press" Office.

Hongkong, 24th September, 1906. [1398]

FIRST-CLASS BOARD & RESIDENCE at "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Court, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS, "Braeside," 2, Macdonnell Road (late of "Dang Yuen").

Hongkong, 27th June, 1905. [43]

TO LET.

"BROCKHURST," PEAK, Newly Painted and Colour-washed, with use of Tennis Court; containing 6 Rooms, Splendid site as well suited for a Bachelor's House.

No. 2, ARBUTHNOT ROAD, Central Locality.

No. 2, DES VOUX VILLAS, PEAK. Newly repaired, Painted and Colour-washed.

No. 1 & 2, BEACONSFIELD ARCADE, facing the Parade Ground.

ROOMS, on 1st and Top Floors, BEACONSFIELD ARCADE, (Cheap Rentals).

No. 57, PRAYA GRANDE, Macao. FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Calbeck, MacGregor's).

2ND FLOOR in Central position, contains Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift.

HOUSES on the Robinson Road Level, Cheap Rentals.

73, WYNDHAM STREET. Apply to—

INTIMATION.

S. MOUTRIE & CO., LTD.

ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS,
PLEYEL,
KEMMLER
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. 1527

BANKS

INTERNATIONAL BANKING CORPORATION

First Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND RESERVES
Authorized ... Gold \$10,000,000
Capital Paid Up ... Gold \$3,250,000
Reserve Fund ... Gold \$3,250,000

HEAD OFFICE: New York
Branches and Agents all over the world
LONDON BANKERS.
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.
UNION OF LONDON AND SMITH'S BANK LIMITED.
BRITISH LINEN COMPANY BANK.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per cent. per annum.
For 6 " 4 " " "
For 3 " 3 " " "

H. FINCKNEY,
Manager.
Queen's Road, Central,
Hongkong, 25th September, 1906. 1456

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,000,000 (£417,000).

HEAD OFFICE: AMSTERDAM.
HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Semarang, Surabaya, Cherbon, Tegal, Poeloeang, Bencoolen, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Acheen) Telok-Semena, (Acheen) Bandjermaes.

Correspondents at Macassar, Bombay, Colombo, Malacca, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc., etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Accounts 2 1/2 per cent. on daily balances.
Fixed Deposits 12 months 4 1/2 per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "

L. ENGEL, Agent.
Hongkong, 23rd July, 1906. 1450

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... " 21,000,000
CAPITAL UNPAID-UP ... " 3,000,000
RESERVE FUND ... " 13,700,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS:
Tokyo, Kobe, Nagasaki, Osaka, Lyons, New York, London, Honolulu, Bombay, San Francisco, Tientsin, Newchwang, Shanghai, Peking, Mukden, Port Arthur, Chefoo, Tieling.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "

TAKESHI TAKAMICHI,
Manager.
Hongkong, 22nd September, 1906. 1613

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER, 1855)
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ... £800,000
RESERVE LIABILITY OF SHAREHOLDERS ... £800,000
RESERVE FUND ... £975,000

INTEREST ALLOWED ON Current Accounts at the rate of 2 1/2 per cent. on the daily balance.
On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

T. P. COCHRANE,
Manager.
Hongkong, 15th May, 1906. 114

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 562,500
RESERVE FUND ... 135,000

INTEREST ALLOWED ON Current Accounts at the rate of 2 1/2 per cent. on the daily balance.
On Fixed Deposits —
For 12 months ... 4 1/2 %
" 6 " ... 3 1/2 %
" 3 " ... 3 %

E. OSMISTON,
Manager.
Hongkong, 26th March, 1906. 28

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL ... \$10,000,000
RESERVE FUND ... \$10,000,000
SILVER RESERVE ... \$10,250,000
RESERVE LIABILITY OF PROP'ORS \$10,000,000

COURT OF DIRECTORS.
A. HAUPT, Esq.—Chairman.
G. H. MEDHURST, Esq.—Deputy Chairman.
G. Balloch, Esq. F. J. Raymond, Esq.
E. Goetz, Esq. R. Shaw, Esq.
Hon. Mr. W. J. G. Brown. N. A. Sloba, Esq.
C. R. Lowman, Esq. H. E. Tomkins, Esq.
D. M. Nisim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
ACTING MANAGER:
Shanghai—W. ADAMS ORAN.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of Two per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.

H. F. R. HUNTER,
Acting Chief Manager.
Hongkong, 17th September, 1906. 23

DEUTSCHE-ASIATISCHE BANK.

CAPITAL FULLY PAID UP ... Sh. Tael 7,500,000

HEAD OFFICE: SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking, Tientsin, Tientsin, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:
KONIGLICHE SIEBHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.
DIREKTION DER DISCONTI-GESELLSCHAFT.
DEUTSCHE BANK.

BERLINER HANDELS-GESELLSCHAFT.
BANK FÜR HANDEL UND INDUSTRIE.
ROBERT WALSCHAUER & CO. MÜNCHEN.
M. A. VON ROTHSCHILD & SOHN. FRANKFURT A/M.

JACOB S. H. STERN.
NORDDEUTSCHE BANK IN HAMBURG, HAMBURG.
SAL. OPPENHEIM, JR. & CO. KÖLN.
BAYERISCHE HYPOTHEKEN-UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SOHN.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIREKTION DER DISCONTI-GESELLSCHAFT.

INTEREST ALLOWED ON Current Accounts.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong 1st May, 1906. 27

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. F. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906. 24

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ... Yen 5,000,000
CAPITAL PAID-UP ... 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Kobe, Tientsin, Anping, Nagasaki, Tamsui, Foochow, Osaka, Tokyo, Keelung, Shanghai, Yokohama.

HONGKONG OFFICE:
3, DES VEUZ ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be learned on application.

D. TONDOW, Manager.
Hongkong, 1st July, 1906. 399

THE NEGRIER-ANDRE DUEL.

A STORY WITH A MORAL.

Mr. Archibald R. Colquhoun writes in the London Morning Post of Aug. 10th.

On Tuesday last two elderly and respectable French gentlemen, supported by four other gentlemen of equal age and distinction, met each other in the gardens of Prince Joachim Murat's hotel at Paris for the purpose of fighting a duel. The challenger, General Andre, had the first shot, but missed his opponent, who declined to fire, after which they returned home without being reconciled. This encounter, farcical as it may seem to English readers, is in reality the epitome to a tragic-comedy in which vast interests were at one time involved, and which cost a great French Minister his reputation.

Briefly, the situation was this. In the 1885 war with China the French troops suffered a repulse at Lang-sou. General Negrier was severely wounded, and there was a panic in France. Jules Ferry, the protagonist of French colonial expansion, was discredited by the supposed failure of his policy, attacked by the Opposition, and driven from public life. Time passed, and the French are on the eve of erecting a monument to M. Ferry in the Tuileries. Simultaneously the publication of certain memoirs of General Andre has once more raked up the Lang-sou scandal. References of a slighting nature to General Negrier brought a response which General Andre considered a wound to his honour. The day after the "fight" the Echo publishes a letter in which it is roundly stated that General Negrier was not only free from all responsibility in the Lang-sou affair but had actually questioned the orders given by the commander-in-chief, General Briere de l'Isle, to advance on Lang-sou, on account of the inferiority of the forces at his command. In answer to this he was told: "The order comes from France." Result—a popular, discreetly repressed, but a enemy who were themselves too frightened to pursue the matter in France, and the fall of Jules Ferry. General Negrier is to be credited with having maintained silence on a point of professional etiquette for twenty-one years, and so afforded an unequal instance of discipline and self-control, especially as he was for some years the subject of many calumnies.

Told thus, in briefest outline, the story is a dramatic one, and ending with that which is behind the Hotel Murat—the two old men, the proud, aristocratic Negrier facing the pistol of his adversary and declining even to reply to his fire. Andre throwing up his arms with a gesture of baffled indignation—this vignette, as the pendant of the events of 1885, furnished a picturesque chapter in history. The details of the story, if they could be told, are of interest and local colour as many romances, and there is a comic side which only those behind the scenes can appreciate.

The writer of these lines was behind the scenes at the time of the Tongking campaign. With three other correspondents (two are since dead) he shared the extremely uncorial reception afforded by the French at that period to Englishmen who wanted to try into affairs in Tongking. He named for himself (as the correspondent) the title, bestowed by Jules Ferry, of *Ce Francais qui enrage* and he was alone with the headquarters of General Negrier, whose protection and courtesy was extended to the English correspondents.

In those days private individuals with a turn for diplomacy used at times to make history at an astonishing pace. France had been for some years comfortably established in Cochina, and the annexation of Annam became the subject of prolonged discussion between France and China. During the negotiation between the French Government, Marquis Tseng in Paris, and Li Hung Chang in Peking, France continued her advance and conquered two places, Sonlay and Baocin. The English correspondents earned little gratitude from the normal person in reading the utterances of these favorites of Providence in the absence of mind in them—their marked want of intellect, their inability to think.

"I would have made a good preacher," remarks Mr. Rockefeller, and adds, with becoming modesty, "if I had been a better man." He permits vanity to mislead him as to his capabilities. Had Mr. Rockefeller taken to the pulpit the probability is that he would not have been able to command a salary much above \$1,000 a year. For Mr. Rockefeller, while long on acquisitiveness, is short on brains. Aside from his talent for making money he is conspicuously deficient in his mentality—a dreary, prosy, man of commonplaces, a tiresome expounder of the obvious. Yet he considers himself competent to go about shedding advice to everybody in copious streams. He and the Baers and the Rages have got it into their narrow heads that because they are worth in money millions of times more than the average man, they are in the same proportion wiser than he is—which is an error. As a matter of fact, the average human being is inferior to Mr. Rockefeller and the Rockefeller tribe only in the ability to accumulate money, and in having a conscience which would make him remorseful were he to commit mercenary crime.

It is hard enough to be plundered, but it is just a little too much to be patronized and preached to by the gentlemen who do the plundering. One may freely admit that a Rockefeller, a Baer or a Sage is a wonder at picking other people's pockets, and still be disinclined to remove one's hat in their presence. The exact truth is that they are abnormal and distinctly inferior human beings, no more to be respected for their piles of money, which they do not know how to use intelligently, than swine are for being fat.

After this the Chinese troops were to be withdrawn, but Li Hung Chang, who had had to test a storm of anger of his action in making peace, dare not ask for the withdrawal of troops from Lang-sou. The French therefore advanced, were repulsed, and the Franco-Chinese War was fully launched, though for some time the French preferred to avoid the word "war" and spoke of "reprisals" or "intelligent destruction." Incidentally they sank the Chinese Fleet in the River Min, and they might have taken Formosa and Port Arthur had not counsel of timorousness prevailed for the time in Paris. We now begin to see the glimmerings of a moral to our story. An absolute settlement of all questions and a commanding position in the Far East were almost within the grasp of the French Fleet, but the Home Government had a tardy attack of nerves, or conscience, or both. Permission to take Port Arthur (which the Commander-in-chief told the writer could not be defended) was refused to Admiral Courbet because, it was said, it would damage the prestige of "notre ami, Li Hung Chang."

The situation, but he expected China to follow up her success and repudiate the protocol. He therefore kept the transaction secret, was impeached by Clemenceau in an historic speech, resigned, and was known for ever after as "le Tonkinois." But, if he could not believe his good luck in getting out of the war, the Empress-Dowager was equally timid. She had not the slightest desire to go back on the treaty, and its consummation and ratification were placed to the credit of Ferry's successors.

And the moral of this story, raked up from the ashes of the past by the event of Tuesday last, is that wars directed by Parliaments, or even by non-military statesmen are not likely to be an unqualified success.

OSAKA SHOEN KAISHA, LIMITED.

The profit and loss account and disposal of profits for the half year ending 30th June, 1906, are as follows:

PROFIT AND LOSS ACCOUNT.	
INCOME AND EXPENDITURE.	
Dr.	Yen.
To ships' expenses	2,178,447.837
To business expenses	927,845.539
To taxes and levies	215,568.926
To charter hire	6,332.638
To lightages	174,455.880
To office expenses	478,108.153
To interest paid	187,948.870
To sundry debtors and creditors	69,158.223
Total	4,318,828.880
Cr.	Yen.
To reserve fund for ships	215,000.000
To reserve fund for ships' repairs	364,000.000
To depreciation fund	728,969.000
To net profit depreciation fund	537,000.000
Total	1,844,969.000

PROPOSED DISPOSITION OF PROFIT.	
(AS SUBSEQUENTLY PASSED IN SHAREHOLDERS MEETING).	
Dr.	Yen.
Profit for this term	865,700.713
Reserve fund for ships	215,000.000
Reserve fund for ships' repairs	364,000.000
Depreciation fund	728,969.000
Net profit	1,973,669.713
Dividend to shareholders (7 per cent. per annum)	364,000.000
Amount carried to next term	1,609,669.713

MINDLESS AMERICAN MILLIONAIRES.

Mr W. R. Hearst is very hard on millionaires. He wrote recently: "What strikes the normal person in reading the utterances of these favorites of Providence is the absence of mind in them—their marked want of intellect, their inability to think."

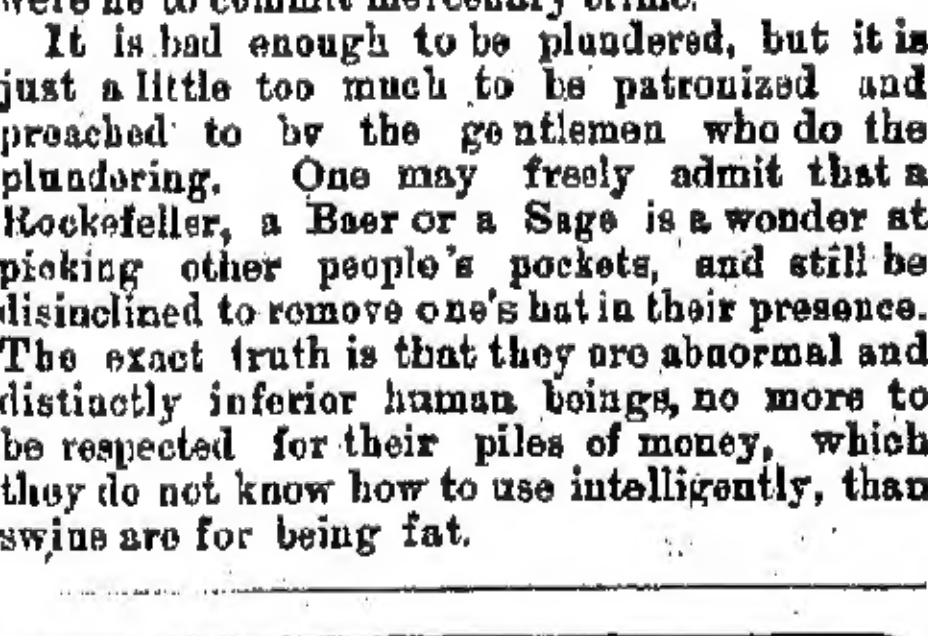
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Calvert's Prickly Heat Soap.

To soothe the Skin smarting under the effects of a tropical sun.

It is specially adapted. Though indispensable in cases of Prickly Heat (whence its name) and other irritation of the skin, it is also popular for bath and general toilet use all the year round, being antiseptic (10% Carbolic), perfumed and refreshing.

Sold by local Chemists and Storekeepers.
Made by F. C. Calvert & Co. Manchester, Eng.



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is guaranteed the product of the finest Ox Beef.
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EASILY CURE THE WORST COUGH.
One gives relief. An increasing sale of over 50 years. A certain cure of its value. Sold in bottles everywhere.

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TRADE MARK
THERAPION

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GENUINE NATURAL MINERAL WATER
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HOPITAL Diseases of the Stomach
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CELESTINS Gout, Gravel, Diabetes
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with the natural salts extracted from the Waters
COMPRIMES VICHY-ETAT
Allowing any one to prepare a natural mineral water at home.
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Hongkong, 25th October, 1905. 191

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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 1759

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On sale at the Hongkong Daily Press Office
Hongkong 27th July, 1906.

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SHIPPING.

ARRIVALS.

CHUEN, Chinese str., 1,177, C. Stewart, 25th Sept. Shanghai 21st September, General.
 HONGKONG, British str., 1,267, A. E. Hodgins, 25th Sept.—Foonchow 21st, Amoy 22nd and Swatow 24th September, General.—Douglas, Laprak & Co.
 PRINZ LUDWIG, German str., 9,330, F. v. Bismar, 25th Sept.—Bremen 16th August, Meils and General.—Molochs & Co.
 SILESIA, Austrian str., 5,159, H. de Stahle, 24th Sept. Kola 19th Sept., General.—Sander, Wieler & Co.
 ZAFIRO, British str., 1,329, R. Rodger, 25th Sept. Manila 23rd September.—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE
 Sept. 25th.
 LUDIA, German str., for Shanghai.
 PRINZ LUDWIG, German str., for Europe.
 PRINZ SIGMUND, German str., for Sydney.
 SHANGHAI, British str., for Shanghai.
 TAIPEI, British str., for Saigon.

DEPARTURES.

Sept. 25th.
 CARL THEODOR, German str., for Canton.
 CHUEN, British str., for Tientsin.
 HONGKONG, British str., for Canton.
 KATAI, Russian str., for Odessa.
 MAIN, Norwegian steamship, for Nagasaki.
 MARIE, German str., for Canton.
 PRINZ SIGMUND, German str., for Singapore.
 RUM, British str., for Manila.
 TAIPEI, British str., for home.
 TAIPEI, Japanese str., for Kobe.

SHIPPING REPORTS.

The British str. Zafiro reports: Moderate to fresh easterly winds with heavy S.W. swell and overcast with passing showers throughout.
 The Chinese str. Chuen reports: Moderate variable winds and sea to Lamoch; thence to port moderate variable winds and very high southerly swell.
 The British str. Hainan reports: Fresh to Amoy fresh N.E. wind and fine weather. Amoy to Swatow light easterly wind and fine weather. Swatow to Hongkong light easterly wind and fine weather.

VESSELS PASSED ANIER.

Aug. 30, British str. Zafiro, Williams, Aug. 30, from Batavia for London.
 Sept. 1, British str. Bulwer, July 31 from Cardiff for Balak Papan.
 Sept. 3, British str. Islander, Wright, Sept. 1, from Christmas Island for Singapore.
 Sept. 3, Dutch str. Nio, Engelsman, July 28, from Rotterdam for Batavia.
 Sept. 10, Dutch str. Bando, Finnegan, Sept. 10, from Batavia for Amsterdam.
 Sept. 10, British str. Zafiro, Wright, Sept. 10, from Singapore for Christmas Island.
 Sept. 13, Dutch str. Djaja, Gouvoort, Sept. 13, from Batavia for Rotterdam.
 Sept. 13, British str. Rance, Corran, from Calcutta for Batavia.

VESSELS IN DOCK.

Sept. 25th.
 ANCHORED DOCKS.—Quinta, Signal.
 KOWLOON DOCKS.—Changshu, Szeong, Vignette, Ch. Harbinger, Sullberg, Denenango, Prinz Waldemar, P. Johanne, Fumagalli, Cosmo, Olatas, Docks.—Ruhnknecht, Straßmore.

VESSELS ON THE BERTH

THE COMPANY'S STEAMSHIP
 Captain Stabile, will be despatched as above TO-MORROW, the 27th inst.
 This steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight apply to
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THE Steamship
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 Captain J. G. Spence, will be despatched for the above Ports on FRIDAY, the 28th inst., at 3 p.m., instead of as previously advertised.
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 VIA PORTS AND SUEZ CANAL
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 "KASATO MARU" 6,000
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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked. "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

Sections.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP.	CYCLOPS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON DIRECT VIA USUAL PORTS OF CALL.	OCIANA	Brit. str.	1 m.		P. & O. S. N. Co.	On 6th Oct. at Noon.
LONDON, AMSTERDAM & ANTWERP.	MACHAON	Brit. str.	1 m.	W. R. Hickoy	P. & O. S. N. Co.	On 9th Oct.
MARSEILLES, LONDON & ANTWERP, &c.	SOCORRA	Brit. str.	1 m.	Ailland	MESSAGERIES MARITIMES	About 27th inst.
MARSEILLES, &c., VIA PORTS OF CALL.	SAZAH	Frans. str.	1 m.	Grosch	MELCHERS & Co.	On 2nd Oct. at 1 p.m.
BRISBANE, VIA PORTS OF CALL.	PRINZ HEINRICH	Ger. str.	1 m.		BUTTERFIELD & SWIRE	To-day, at Noon.
HAVRE, ROTTERDAM & LIVERPOOL.	KINTUCK	Brit. str.	1 m.		HAMBURG-AMERIKA LINE	On 30th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SURVIA	Ger. str.	k.w.	Knaibel	HAMBURG-AMERIKA LINE	On 10th Oct.
HAVRE, ANTWERP & HAMBURG.	SENKAMARIA	Ger. str.	k.w.	Peter	HAMBURG-AMERIKA LINE	On 18th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 18th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Drechner	HAMBURG-AMERIKA LINE	On 30th Nov.
COPENHAGEN, SCANDINAVIAN, &c., BALTIC PORTS.	NICOBAR	Ger. str.	k.w.	Filler	MELCHERS & Co.	About End of Oct.
NAPLES, HAVRE & HAMBURG.	HASSBURG	Ger. str.	1 m.		HAMBURG-AMERIKA LINE	On 2nd Nov.
GENOVA, MARSEILLES & LIVERPOOL.	CAICAMA	Ger. str.	1 m.	Stable	BUTTERFIELD & SWIRE	On 20th Oct.
TRIESTE, &c., VIA SINGAPORE, &c.	SILKHA	Aus. str.	k.w.	Kier	SANDER, WIELER & Co.	To-morrow.
FIUME & TRIESTE	LUBERIA	Ger. str.	k.w.		HAMBURG-AMERIKA LINE	To-morrow.
NEW YORK VIA PORTS & SUEZ CANAL.	ERROLL	Brit. str.	1 m.		DODWELL & Co., Ltd.	About 9th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	SOUTH AMERICA	Am. str.	1 m.		SHAWAN, TOMES & Co.	On 10th Oct.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	To-morrow, at 4 p.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 3rd Oct. at Noon.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN.	NINGHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 29th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	LYRA	Am. str.	1 m.	G. V. Williams	DODWELL & Co., Ltd.	On 2nd Oct.
SALINA CRUZ, CALLAO & IQUIQUE VIA JAPAN PORTS.	KASATO MARU	Ger. str.	1 m.	Loz	TOYO KISEN KAISHA	Quick despatch.
AUSTRALIAN PORTS VIA MANILA.	PRINZ SIGMUND	Ger. str.	1 m.	Loz	MELCHERS & Co.	To-day, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA.	CHANGSHA	Brit. str.	1 m.	Loz	GIBB, LIVINGSTON & Co.	On 29th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA.	DAPHNE	Ger. str.	1 m.	T. Moore	BUTTERFIELD & SWIRE	On 5th Oct.
YOKOHAMA VIA SHANGHAI, MOJI & KOBÉ.	NILE	Brit. str.	1 m.	Schippier	HAMBURG-AMERIKA LINE	Beginning of Oct.
YOKOHAMA, KOBÉ, MOJI & VLADIVOSTOK.	SIAM	Dan. str.	1 m.	E. P. Martin, R.M.E.	P. & O. S. N. Co.	About 25th inst.
MOJI, KOBÉ & SAN FRANCISCO.	TUSCARORA	Brit. str.	1 m.		SHAWAN, TOMES & Co.	About 10th Oct.
JAPAN VIA SHANGHAI.	TULIANG	Brit. str.	1 m.	Jurisdan	SHAWAN, TOMES & Co.	Quick despatch.
TIENSIN	LANGHOW	Brit. str.	1 m.	H. Harder	JAVA-CHINA-JAPAN LINE	To-morrow.
SHANGHAI & CHINKIANG.	KWONGSANG	Brit. str.	1 m.	C. Sticks	SHAWAN, TOMES & Co.	On 4th Oct.
SHANGHAI VIA SWATOW.	PRINZ LUDWIG	Ger. str.	1 m.		JARDINE, MATHESON & Co.	To-day, at 4 p.m.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA.	HASSBURG	Ger. str.	k.w.		MELCHERS & Co.	On 29th inst.
SHANGHAI, KOBÉ & YOKOHAMA.	BRISGAVIA	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINE	On 2nd Oct.
SHANGHAI, YOKOHAMA & KOBÉ.	ROSHU MARU	Jap. str.	1 m.	T. Soriga	OSAKA SHOSHEN KAISHA	On 30th inst. at 10 a.m.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW.	YOHOU	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 1st Oct.
SHANGHAI, KOBÉ & YOKOHAMA.	TOURANE	Brit. str.	1 m.	Lancelotti	MESSAGERIES MARITIMES	About 1st Oct.
SHANGHAI	SURIA	Brit. str.	1 m.	F. R. Saunders	P. & O. S. N. Co.	On 28th inst.
NINGPO & SHANGHAI.	KUANGANG	Brit. str.	1 m.	D. Davies	BUTTERFIELD & SWIRE	On 30th inst. Daylight.
TAMSAI VIA SWATOW & AMOY.	MAHAN MARU	Jap. str.	1 m.	S. Tsumi	OSAKA SHOSHEN KAISHA	On 3rd Oct. at 10 a.m.
ANPING VIA SWATOW & AMOY.	AKASHI MARU	Jap. str.	1 m.	J. A. Morlin	OSAKA SHOSHEN KAISHA	On 28th inst. at 10 a.m.
SWATOW, AMOY & FOOCHOW.	HAICHING	Brit. str.	1 m.	A. E. Hodgins	DOUGLAS LARRAIK & Co.	To-day.
MANILA	TEAN	Brit. str.	1 m.	Sommerville	BUTTERFIELD & SWIRE	On 28th inst. at 4 p.m.
MANILA	YUNTSANG	Brit. str.	1 m.	F. Mooney	JARDINE, MATHESON & Co.	On 29th inst. at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	R. Almond	SHAWAN, TOMES & Co.	On 8th Oct. at Noon.
SINGAPORE, PENANG & CALCUTTA.	RUBI	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & Co.	To-morrow, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA.	KUTABING	Brit. str.	1 m.	J. G. Spence	DAVID SASSOON & Co., Ltd.	On 28th inst. at 3 p.m.

HAMBURG-AMERIKA LINIE. HOME LINE-OUTWARD.

DESTINATION	STEAMERS	TO SAIL
SHANGHAI, KOBÉ & YOKOHAMA	HABSBURG	29th Sept.
SHANGHAI, YOKOHAMA & KOBÉ	BRISGAVIA	2nd Oct.
YOKOHAMA & KOBÉ	SEGOVIA	Beginning of Oct.
SHANGHAI, KOBÉ & YOKOHAMA	SITHONIA	14th Oct.
SHANGHAI, YOKOHAMA & KOBÉ	C. FERD. LAEISZ	28th Oct.
SHANGHAI, KOBÉ & YOKOHAMA	ANDALUSIA	13th Nov.
SHANGHAI, YOKOHAMA & KOBÉ	AMBIA	27th Nov.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOVA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

DESTINATION	STEAMERS	TO SAIL
HAVRE, BREMEN & HAMBURG	SUEVIA	On 16th Oct.
HAVRE, ANTWERP & HAMBURG	SENEGAMBIA	On 16th Oct.
via Singapore, Penang and Colombo	HABSBURG	On 2nd Nov.
NAPLES, HAVRE & HAMBURG	BRISGAVIA	On 16th Nov.
via Singapore, Penang and Colombo	SITHONIA	On 30th Nov.
HAVRE & HAMBURG	LUBERIA	On 27th Sept.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins air-tight. Lighted throughout by electricity. Duly qualified doctor and stewardess on board. Laundry on board.

COAST SERVICE.
 STEAMERS
 DAPHNE NAGASAKI & VLADIVOSTOK. Beginning of Oct. Freight & Passengers.
 KOWLOON SHANGHAI & CHINKIANG. 4th Oct. Freight & Passengers.
 LYDIA SHANGHAI & CHINKIANG. To Follow. Freight & Passengers.
 Taking Cargo at Through Rates to TIENTSIN and CHINKIANG.
 For Freight and Passage, apply to
 HAMBURG-AMERIKA LINIE,
 For Steamers of the Coast Service Marked † to
 SIEMSEN & CO. HONGKONG OFFICE. [12]

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
 STEAMSHIP TONS CAPTAIN FOR SAILING DATE.
 ZAFIRO 2540 R. Rodger Manila On 29th Sept. NOON.
 RUBI 2540 R. Almond Manila On 30th Oct. NOON.
 For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 25th September, 1906. [15]

HONGKONG-NEW YORK.
 AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "SOUTH AMERICA" On 16th October.
 For freight and further information apply to
 SHEWAN, TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 9th August, 1906. [19]

HONGKONG-NEW YORK.
 AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "SOUTH AMERICA" On 16th October.
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 S.S. "SOUTH AMERICA" On 16th October.
 For freight and further information apply to
 SHEWAN, TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 9th August, 1906. [19]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR STEAMERS TO SAIL.
 † SHANGHAI VIA SWATOW. "KWONGSANG" Wed., 26th Sept., 4 p.m.
 † SINGAPORE, PENANG & CALCUTTA "KUTSANG" Thursday, 27th Sept., 8 p.m.
 † MANILA "YUENSANG" Friday, 28th Sept., 4 p.m.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to
 HONGKONG, 25th September, 1906. JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA
 VIA
 MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	On 2nd October.
SHAWMUT	9,606	E. V. Roberts	On 24th October.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures facilities at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to
 DODWELL & CO., LIMITED.
 QUEEN'S BUILDINGS.
 Hongkong, 4th August, 1906. [17]

EAST ASIATIC CO., LTD.
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
 RUSSIAN EAST ASIATIC CO., LTD.
 ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 DESTINATION STEAMERS DATE OF SAILING.
 YOKOHAMA, KOBÉ, MOJI and VLADIVOSTOK "SIAM" On or about 10th Oct.
 COPENHAGEN, SCANDINAVIAN, GERMAN, RUSSIAN & BALTIC "NICOBAR" On or about End of Oct.

For Further Particulars, apply to
 MELCHERS & CO.,
 AGENTS.
 Hongkong, 25th September, 1906. [1357]

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 DESTINATION STEAMERS DATE OF SAILING.
 YOKOHAMA, KOBÉ, MOJI and VLADIVOSTOK "SIAM" On or about 10th Oct.
 COPENHAGEN, SCANDINAVIAN, GERMAN, RUSSIAN & BALTIC "NICOBAR" On or about End of Oct.

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For Further Particulars, apply to
 MELCHERS & CO.,
 AGENTS.
 Hongkong, 25th September, 1906. [1357]

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
 "AUSTRALIAN".
 Captain St. John George, will be despatched for the above Ports on SATURDAY, 29th inst. at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"MENEZES"	On 27th September.	
GLASGOW and LIVERPOOL	"KINGCHOW"	On 27th September.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 4th October.	
GLASGOW and LIVERPOOL	"JASON"	On 10th October.	
GLASGOW and LIVERPOOL	"DEUCALION"	On 17th October.	
HOMEWARDS.			
FOR	STEAMERS	TO	DATE
HAVRE, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.	
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 2nd October.	
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 9th October.	
GENOA, MARSEILLES and LIVERPOOL	"ALCHAS"	On 20th October.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via	"NINGCHOW"	On 29th September.	
NAGASAKI, KOBE and YOKO.	"ANTIOCHUS"	On 29th October.	
HAMA			
WESTWARD.			
FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"CANEA"	On 2nd October.	
	"TELEMACHUS"	On 3rd November.	
	"BELLEROPHON"	On 3rd December.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. (9.10)

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA, SHANGHAI, NINGPO and SHANGHAI	"TEAN"	On 26th September.	
SHANGHAI	"LIANGCHOW"	On 27th September.	
SHANGHAI	"KIUKIANG"	On 28th September.	
SHANGHAI	"YOHOW"	On 1st October.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 5th October.	

The attention of Passengers is directed to the superior accommodation offered by these
Steamers, which are fitted throughout with Electric Light, Univalued Table. A daily qualified
Surgon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. (11)

Hongkong, 26th September, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPRESS LINE." Sailing 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
19 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	TO	DATE	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	THURSDAY, 27th Sept.	15th Oct.
"MONTEAGLE"	6,163	WEDNESDAY, 3rd Oct.	27th Oct.
"EMPRESS OF CHINA"	6,000	THURSDAY, 25th Oct.	12th Nov.
"TARTAR"	4,425	WEDNESDAY, 31st Oct.	24th Nov.
"EMPRESS OF INDIA"	6,000	THURSDAY, 22nd Nov.	10th Dec.
"ATHENIAN"	3,882	WEDNESDAY, 28th Nov.	22nd Dec.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.
The Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPRESS" Steamships.
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 20 days from HONGKONG.
Hongkong to London, 1st Class, via St. Lawrence 290; via New York 262.
Intermediate and 1st Class Railways... 240; via New York 242.
R.M.S. "MONTEAGLE" and "TARTAR" carry Intermediate
passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TANSU via SWATOW and AMOY	"MASAN MARU"	SUNDAY, 30th Sept., at daylight.
SHANGHAI via SWATOW, AMOY and FOCHOW	"SOSHU MARU"	SUNDAY, 30th Sept., at 10 A.M.
ANPING via SWATOW and AMOY	"AKASHI MARU"	WEDNESDAY, 3rd Oct., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidships. Univalued Table.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.
Hongkong, 25th September, 1906. T. ARIMA, Manager. (14)

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS,
AND SOUTH AFRICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	DATE
PRINZ HEINRICH	WEDNESDAY	28th September
GNEISENAU	WEDNESDAY	10th October
PRINZ LUDWIG	WEDNESDAY	24th October
PRINZESS ALICE	WEDNESDAY	7th November
ROON	WEDNESDAY	21st November
BUELOW	WEDNESDAY	5th December
PRINZ REGENT LUITPOLD	WEDNESDAY	19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY	2nd January
SEYDLITZ	WEDNESDAY	16th January
PRINZ HEINRICH	WEDNESDAY	30th January
GNEISENAU	WEDNESDAY	13th February
PRINZ LUDWIG	WEDNESDAY	27th February

ON WEDNESDAY, the 26th day of SEPTEMBER, 1906, at NOON the Steamship
"PRINZ HEINRICH," Captain Groch, with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, MONDAY, the 24th Sept. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 25th Sept.
Passengers of the Agency's Office until NOON, on TUESDAY, the 25th Sept.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Passengers should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Passengers should not exceed Two Feet Cubic in Measurement.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	261 0 0	242 0 0	223 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
TO NEW YORK VIA SUEZ	64 0 0	44 0 0	26 0 0
VIA NAPLES, GENOA or GIBRALTAR	115 0 0	79 0 0	47 0 0
VIA BREMEN OR SOUTHAMPTON	63 0 0	46 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibralt
travelling to Bremen or Southampton and the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.
TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERCEPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).	STEAMERS	DATE
PRINZ SIGISMUND	3302 tons	WEDNESDAY, 20th Sept.
WILHELM	4783 tons	TUESDAY, 19th Nov.

ON WEDNESDAY, the 26th SEPT., at 4 P.M., the Steamship "PRINZ SIGISMUND,"
Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class	return	1st Class	2nd Class	3rd Class
TO MANILA	\$50.	\$30.	\$20.	return \$80.	\$50.	\$30.	\$20.
TO NEW GUINEA	\$28.	\$18.10	\$14.00	return \$42.	\$28.15	\$18.15	\$14.15
TO BRISBANE	\$20.	\$12.	\$8.	return \$34.	\$20.	\$12.	\$8.
TO SYDNEY	\$23.	\$13.	\$9.	return \$36.10	\$23.10	\$13.10	\$9.10
TO MELBOURNE	\$24.10	\$14.10	\$10.	return \$38.10	\$24.10	\$14.10	\$10.
TO YOKOHAMA	\$24.10	\$14.10	\$10.	return \$38.10	\$24.10	\$14.10	\$10.
TO KOBE	\$24.10	\$14.10	\$10.	return \$38.10	\$24.10	\$14.10	\$10.
TO YOKOHAMA and back from KOBE	\$140.00	\$100.00			\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA " " 96 0 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZ LUDWIG"	Wednesday, 20th Sept.
KOBE & YOKOHAMA	Wednesday, 20th Sept.
YOKOHAMA and KOBE	Wednesday, 20th Sept.
SHANGHAI, NAGASAKI, "PRINZESS ALICE"	Wednesday, 10th Oct.
KOBE & YOKOHAMA	Wednesday, 10th Oct.

Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co. O. & S.S. Co.
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—
1st Class \$130 0 0.
To London via Plymouth or Southampton 63 0 0.
To Bremen 63 0 0.
To Paris via Cherbourg 65 0 0.
To Naples, Genoa via Gibralt 65 0 0.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS. (5)

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILWONG	JAVA	Second half of September	JAPAN via SHANGHAI	Second half of September
TJIMAH	JAPAN	Second half of September	JAVA PORTS	Second half of September
TJIBODAS	JAVA	Second half of October	JAPAN via SHANGHAI	Second half of October
TJIPANAS	JAPAN	Second half of October	JAVA PORTS	Second half of October

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take cargo to all Netherlands-India ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 13th September, 1906. (16)

PURE FRESH WATER.
THE HONGKONG STEAM WATER
BOAT Co., Ltd., is prepared to supply
any quantity of PURE FRESH WATER
to the Shipping, both for Deck and
Boilers.
Call Flag—W.
W. KEW,
Manager,
Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1905. 1712

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS

MARSEILLES, LONDON and ANTWERP via SINGAPORE. PENANG, COLOMBO and PORT SAID. SOCOTRA. About 27th September. Freight only. Capt. W. R. Hickey.

YOKOHAMA via SHANGHAI, NILE and MOJI and KOBE. About 29th September. Freight and Passage. Capt. E. P. Martin, R.N.R.

SHANGHAI. (SIMLA) About 3rd October. Freight and Passage. Capt. F. R. Summers.

LONDON DIRECT via USUAL. OCEANA. Noon, 6th October. See Special Ports of Call. Capt. Advertisement.

For further Particulars, apply to

Hongkong, 20th September, 1906.

SHIPPING IN PORT.

ANDRE RICKERS, German str., 1,924, W. Taubert, 18th Sept.—Bangkok 11th Sept. General.—Butterfield & Swire.	PRINZ WILHELM, German str., 1,736, C. Volkmann, 18th Sept.—Kobe 12th Sept. General.—Melchers & Co.
CARL DIEDERICHSEN, German str., 774, Hans Schalkhor, 24th Sept.—Haiphong 1st Sept. and Hoihow 2nd Sept. General and Pige-Jensen & Co.	PRINZ HEINRICH, German str., 3,902, P. Groch, 24th Sept.—Yokohama 15th Sept. Mails and General.—Melchers & Co.
CHANGHUA, British str., 1,463, T. Moore, 4th Sept.—Melbourne via ports 31st Sept. General.—Butterfield & Swire.	PRINZ SIGISMUND, German str., 3,302, D. Lenz, 24th Sept.—Sylt 1st Sept. and Manila 21st. General.—Melchers & Co.
CHOWFA, German str., 1,55, P. Spieken, 2nd Sept.—Bangkok 10th Sept. Rice, Sugar, Butterfield & Swire.	PROTEUS, New str., 1,024, N. C. Krabb, 2nd Sept.—Bangkok 14th Sept. and Swatow 22nd. Rice and General.—Nippon Yusen Kaisha.
CHOWTAI, German str., 1,151, W. Mollermand, 15th Sept.—Bangkok 9th Sept. General.—Butterfield & Swire.	QUINTA, German str., 987, F. Frabm, 9th Sept.—Surabaya 1st September, Sugar, Siamen & Co.
CHUNSHAN, British str., 1,417, R. Cox, 24th September.—Samarang 18th Sept. Sugar.—Jardine, Matheson & Co.	RADNAGH, British str., 1,836, Haffner, 17th Sept.—Shanghai 14th Sept. General.—Shorn, Tames & Co.
DAGMAR, German str., 921, M. Engelhart, 14th Sept.—Bangkok 7th Sept. Rice and General.—Butterfield & Swire.	RAUNAR, Norwegian str., 1,230, H. G. Nielsen, 23rd Sept.—Shanghai 19th Sept. Ballast.—Aagaard, Thorsen & Co.
DREVEN, British str., 1,665, J. Jenkins, 17th Sept.—Saigon 13th Sept. General and Rice.—Chinese.	SIXTA, German str., 960, Kraft, 2nd Sept.—Wakamatsu 24th August, Coal.—Siamen & Co.
DEVANOWSE, German str., 1,282, T. V. Bruhn, 18th Sept.—Bangkok 27th Aug. and Hoihow 3rd Sept. Rice and Meal.—Norddeutscher Lloyd.	SHAGHONG, British str., 1,307, F. D. Northcote, 18th Sept.—Shanghai 15th Sept. General.—Butterfield & Swire.
DEUFA, Norwegian str., 1,102, J. Bing, 21st September.—Pegal 13th Sept. Sugar and Molasses.—Aagaard, Thorsen & Co.	SIRARA MONERA, British str., 2,283, Hannah, 18th Sept.—Proboling 9th Sept. Sugar.—Butterfield & Swire.
EMMA LUYKEN, German str., 1,159, G. Conrad, 16th July.—Manitius 22nd May, Sugar.—Chinese.	SHINSHU MARU, Japanese str., 3,419, B. Hama-saki, 18th Sept.—Moji 11th Sept., Coal and General.—Japanesen.
EMPEROR OF CHINA, British str., 3,046, R. Archibald, 23rd Sept.—Vancouver 4th Sept. Mails and General.—C. P. R. Co.	SIGMA, German str., 900, G. Schalkhor, 16th Sept.—Tahiti via Hoihow 12th September, Coal and General.—Jensen & Co.
EMPEROR OF JAPAN, British str., 3,039, H. Pybus, 4th Sept.—Vancouver 30th Aug. Mails and General.—C. P. R. Co.	SKULD, Norwegian str., 947, Alaf Odd, 6th Sept.—Surabaya 25th August, Sugar.—Aagaard, Thorsen & Co.
FOOKANG, British str., 1,987, W. E. Saver, 10th Sept.—Calcutta 28th Aug. Coal.—Jardine, Matheson & Co.	SOHOON, American str., 428, Victoria, 7th Sept.—Manila 4th Sept. Ballast.—Order.
HAILAN, French str., 377, L. Andersen, 22nd September.—Pakhoi and Hoihow 21st Sept. General.—A. R. Marty.	STAPHIMOR, British str., 2,205, King, 27th August.—Stages 17th August, Coal.—Doddwell & Co.
HALVAR, Norwegian str., 1,070, Carl Andersen, 10th Sept.—Samarang 1st September. Sugar.—Aagaard, Thorsen & Co.	SUBREMO, German str., 782, C. Luppi, 28th August.—Amoy 20th August, General.—Siamen & Co.
HILARY, German str., 2,273, H. Uecker, 5th Sept.—Surabaya 23rd August, Sugar.—Rander, Wisler & Co.	TAIWAN, British str., 1,040, J. A. Martin, 7th Sept.—Saigon 1st September, Rice.—Chinese.
HOPSON, British str., 1,359, Jas. M. Hay, 15th September.—Surabaya 6th Sept. Sugar.—Jardine Matheson & Co.	TEAN, British str., 1,348, Somerville, 21st Sept.—Manila 18th September, General.—Butterfield & Swire.
JACOB DIEDERICHSEN, German str., 628, D. Henk, 18th Sept.—Haiphong 11th Sept. Kaba 13th and Hoihow 17th. General.—Jensen & Co.	TELEACHUS, British str., 1,344, Williamson, 8th Sept.—Saigon 1st September, General.—Chinese.
JORANNE, German str., 952, Iphand, 15th Sept.—Swatow 14th Sept.—Jensen & Co.	TILWONG, Dutch str., 1,061, Von Wyk Jar-rasne, 17th Sept.—Macassar 10th Sept. General.—Java-China-Japan Lijn.
KATONG, British str., 986, E. Finlayson, 19th September.—Manila 14th September, Sugar.—Butterfield & Swire.	TJIMAH, Dutch str., 2,470, N. de Brouwer, 22nd Sept.—Amoy 20th Sept. General.—Java-China-Japan Lijn.
KALCHUN, British str., 2,154, Walker, 2nd Aug.—Newcastle 12th July, Coal.—Archibald, Karberg & Co.	VERONA, German str., 3,026, H. Dobrows, 16th Sept.—New York 17th July, General.—Carlotta & Co.
KANJU MARU, Japanese str., 1,041, K. Hoshi-moto, 14th Sept.—Swatow 13th Sept. General.—Nippon Yusen Kaisha.	WAKAMATSU MARU, Japanese str., 2,778, N. Goia, 20th Sept.—Moji 15th Sept. Coal.—Mitsui Bussan Kaisha.
KIANGPONG, Chinese str., 1,222, J. Bornhoe, 21st Sept.—Hongay 14th September, Coal.—Chinese.	WIK, German str., 2,820, H. Carstson, 19th Sept.—Moji 12th Sept. Coal.—Jensen & Co.
KIUKIANG, British str., 1,224, Miller, 21st Sept.—Shanghai 17th Sept. General.—Butterfield & Swire.	WOOLWICH, British str., 1,845, A. Stoker, 11th Sept.—Siamen 2nd July.—China Commercial Steamship Co.
KNIVBERG, German str., 616, C. Juergensen, 22nd Sept.—Macao 21st Sept. General.—Jensen & Co.	YUSHU, Chinese str., 1,079, J. A. Pratt, 17th Sept.—Swatow 10th Sept. General.—Chinese.
KOWLOON, German str., 1,407, H. Stahr 18th Sept.—Samarang 10th Sept. Sugar.—Siamen & Co.	Z. Y. DE ALMEIDA, Amr. str., 1,200, Xandaro Bolanz, 15th June—Manila 12th June.—Barretto & Co.
KUCHOW, British str., 1,215, G. Hooker, 18th Sept.—Tientsin 9th Sept. Cleto 11th and Swatow 17th. General.—Butterfield & Swire.	
KUTANA, British str., 3,110, Bradley, 13th September.—Singapore 7th Sept. General.—Jardine, Matheson & Co.	
KWANTAH, Chinese str., 1,536, W. H. Lunt, 18th Sept.—Shanghai 15th Sept. General.—C. M. S. N. Co.	
KWONGHAI, Chinese str., 1,428, W. P. Baker, 19th Sept.—Shanghai 15th September and Swatow 18th. General.—Jardine Matheson & Co.	
LABETTES, British str., 1,441, J. B. Jackson, 19th September.—Saigon 15th Sept. Rice and General.—Chinese.	
LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chefoo and Newchwang 9th Sept. General.—Butterfield & Swire.	
LIEBHIA, German str., 2,365, P. Kier, 24th Sept.—Shanghai 21st Sept.—Hamburg.—America Linie.	
LIGHTNING, British str., 1,122, J. G. Spence, 19th Sept.—Calcutta via Straits 2nd Sept. General.—David Sassoon & Co.	
LYDIA, German str., 3,500, C. Meyer, 23rd Sept.—Moji 16th Sept. Coal.—Siamen & Co.	
MATHILDE, German str., 831, N. Schenmann, 24th Sept.—Chefoo 18th Sept. Beans and General.—Jensen & Co.	
MONTEAGLE, British str., 3,953, S. Robinson, 14th Sept.—Vancouver 20th Aug. Flour, Lead and General.—C. P. R. Co.	
NEIL MACLEOD, Amr. str., 902, E. Corral, 16th June—Manila 16th June.—Barretto & Co.	
NORDEN, Norwegian str., 1,497, W. Wilhelmson, 14th September.—Proboling 3rd Sept. Sugar.—Order.	
N. S. DE ROSARIO, Amr. str., 715, M. Lopez Blanco, 12th June—Manila 9th June.—Barretto & Co.	
PHRANANG, German str., 1,021, F. Schmetz, 22nd Sept.—Bangkok 14th Sept. General and Rice.—Norddeutscher Lloyd.	
PRISANULOK, German str., 1,207, D. Reimers, 22nd Sept.—Bangkok 14th Sept. Rice and Wood.—Butterfield & Swire.	
POWATAN, British str., 1,640, W. F. Turner, 16th Sept.—Samarang 31st Aug. Sugar.—Doddwell & Co.	

